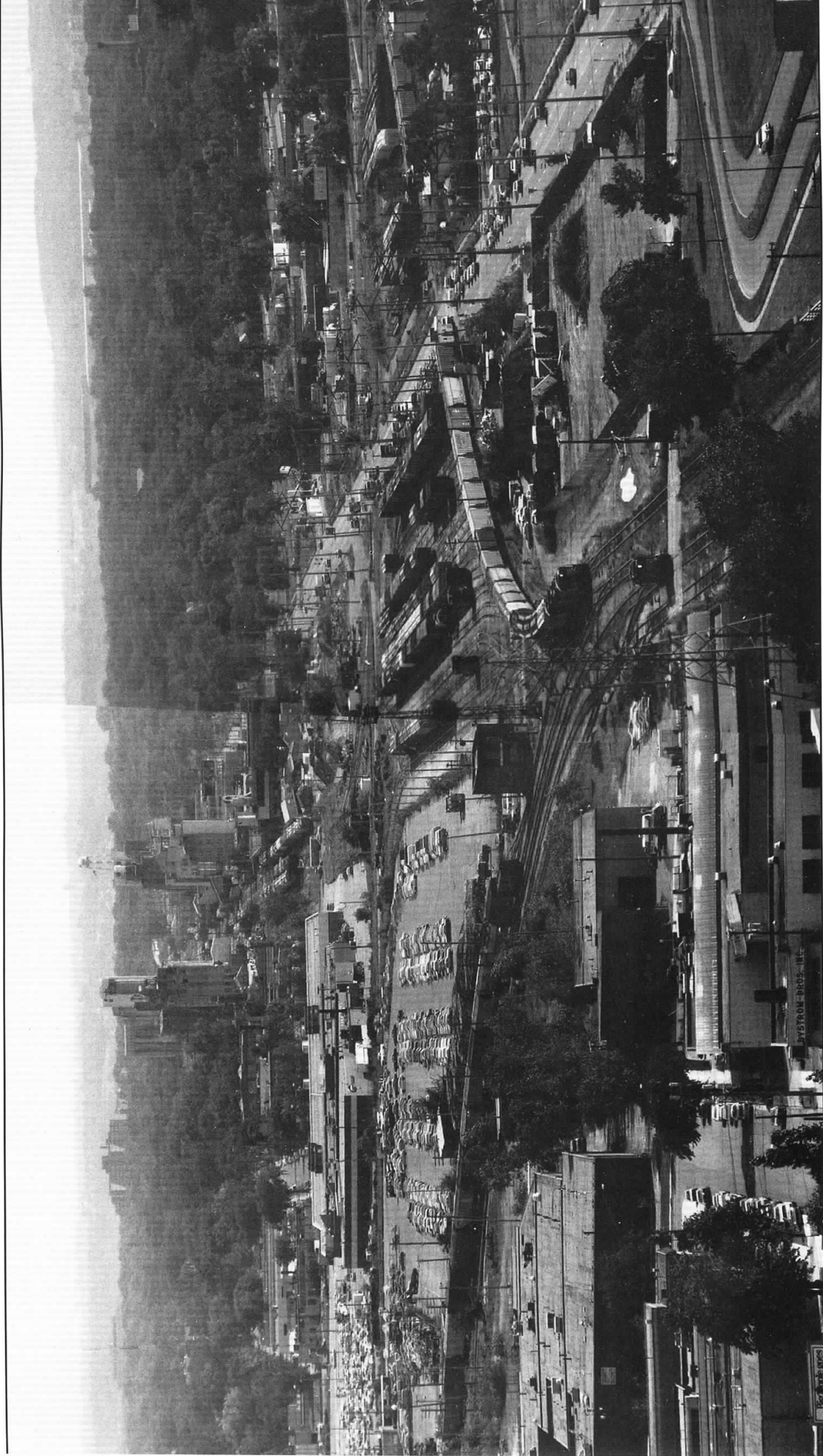






Two photos have been combined to produce this overview of the Milwaukee Road South Minneapolis yard sometime in the mid-1970's. The camera is looking south from one of the Cedar Square West high-rises. A local from Hopkins has left the 29th Street line and turned north toward downtown. The caboose is crossing Hiawatha Avenue. Three different light engines can be seen, along with the caboose end of a transfer to St. Paul. The square building in the center is the yard office. The automobile trans shipping lot to the left of the yard office is the site of the old railroad shop complex. In the distance is the line to Minnehaha Park, with its many grain elevators. Within the next couple of years, the yard will be completely gone along with the 29th Street line. Minneapolis Community Development Agency photo.



Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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Minneapolis, MN 55417-0240

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The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Send dues to:

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THANK YOU FOR YOUR GENEROSITY

-To the many donors to the Traction Fund's Annual Appeal (see list on page 5).

-To **Robert Renz** and **Ed Broneske**, for their donation of materials for the PCC car.

-To **George Isaacs**, for donating a Makita cordless drill kit to the Traction Division.

-**Steve Harrod**, for his donation to the general fund.

-To the Railroad Pledge Drive Donors (see list on page 11.)

NOTES

MTM is now a member of the Tour Managers Association of the Twin Cities. This opens the door for a closer relationship with bus tour operators in arranging charters at all MTM sites.

The City of Carver has received a \$21,825 grant from the Minnesota Historical Society to restore their wooden Minneapolis & St. Louis water tank. The Hinkley Fire Museum received \$2500 for exterior restoration of the Northern Pacific Hinkley depot.

Note in the masthead at left that MTM has a new internet address for our web site. Please check it out.

CORRECTIONS & NEW INFO

It's bad form to have to correct a correction, but the unidentified motorman on page 21 of the Fall 1996 issue is **Phil MacCauley**.

The three scenes of 4-8-2 #4007 at Bald Eagle show the last run of Soo Line steam in regular service in February 1955. The railfans are present because members of Minnesota Railfans Association wangled a ride on a Northern Pacific RDC shakedown trip. Of course they timed it to cross the Soo at Bald Eagle ahead of the schedules ski train. Occasional excursions continued until June 1959, when 4-6-2 #2719 made the last steam trip to Dresser.

Front cover: TCRT buses full of defense workers from St. Paul head out Highway 10 toward the New Brighton Arsenal, an enormous facility built for World War II. This view is taken from the Soo Line trestle just north of County Road E. (For more on the Arsenal, see page 24). Minnesota Historical Society collection.

The article on Minnesota RPO's prompted **Jim Kreuzberger** to send in a 1928 list of closed pouch runs on the Duluth streetcar system. The down-town Post Office at 5th Avenue W. & Superior sent mail to five other offices. The Woodland line made two daily round trips to the Hunters Park PO at Oxford Street. The Duluth-Superior line made a single one-way trip to 14th Street PO in Superior. The big hauler was the West 3rd Street line, which made deliveries to West Duluth (58th Avenue), Morgan Park and New Duluth four times a day. In addition, there were pouches carried between West Duluth and both Morgan Park and New Duluth. Motormen were instructed to leave their cars when calling at the latter two PO's. Jim also sent a company memo instructing that mail be carried in the front vestibule, and another giving procedures for handling mail off late-arriving trains.

OBITUARY

Ray Bowlan died in March at the age of 73. Ray was an active Traction Division volunteer, both as an operator and on equipment restoration and maintenance. He specialized in repairing and maintaining streetcar controllers. In recent years he volunteered on the PCC project.

BOARD OF TRUSTEES

February 1997

-Established committees to review the Museum's financial structure and bylaws.

March 1997

-Clarified signature authority for the bank accounts at First State Bank of Excelsior and The Riverbank in Osceola.

-Directed that proceeds from the sale of the Stillwater & St. Paul RR be paid into the Railroad Division Reserve Account, with access to that account subject to Board approval. Other divisions were encouraged to create similar reserve accounts. A Museum-wide Endowment fund will be established as a repository for gifts, bequests and undesignated donations, with the principal to remain intact.

-Approved a retroactive pay raise for the Jackson Street property manager.

April 1997

-No action items.

LETTER FROM THE CHAIR

-Michael E. Miller

"All I know I learned in my first year of chairing the MTM..."

It has been over a year since I first became MTM Chair and I thought it might be worthwhile to pass on a few things I've learned.

Lesson #1. The Museum is growing at a tremendous pace. I've told a few people that chairing this organization is like riding a bicycle at 100 mph- you know you're still upright but you don't know if you're in control (that will lead to #2). And, although we are developing at breakneck speed, we have a number of issues we haven't addressed adequately, and more seem to surface every day.

For example, we currently have two "transportation museums" on the books, Jackson Street and Excelsior, and no one has yet addressed what that means. What is to be the relationship between the Railroad Division and Jackson Street Roundhouse? Lots of questions there. How big is big enough for the Museum and/or its divisions?

What seems apparent is that we need to require long range plans from each of the divisions that are approved by the Board of Trustees. At present only the Traction Division does this.

This goes beyond the Board-approved annual budget. We need to know where each division is planning to go. We can all use the discipline of putting basic goals down on paper. We do it in our professions, why not in the Museum? Like the Cheshire Cat said (paraphrased), "If you don't know where you want to go then any road will do."

Lesson #2. We are in danger of reaching a plateau in how far we can go without paid staff. In fact, we already have a few paid staff, but what I mean is a Business Manager who could cover the day to day management of the Museum and take a lot of pressure off the various volunteer managers, myself included.

Such a person would have to work for, not over, the volunteers. I doubt that the person exists with all the technical and personal skills it would take to actually manage this Museum- and perhaps that is as it should be. It should remain a volunteer operation. But we need some help.

Lesson #3. Chairing this organization is more like directing a band than being President of the Great Northern Railway. By that I mean that it's an illusion that one person could "control"

this group- and that isn't what's needed. What is needed is to be able to spot and utilize the talents that are right at hand and put them together into the best combinations to get the job done. And it is an amazing pool of talents- and egos, and personalities- all of which have to be dealt with.

Lesson #4. Leadership in this Museum has to be "participatory". Everything we do is a group or team effort and all the stake holders have to be constantly involved or they will no longer have a stake in what is going on. A lesson I learned as a Peace Corps Volunteer many years ago is that, after you've gone home, people should look back, maybe think you were a decent sort, but mainly be proud of all they achieved while you were there. No one person has the talent and ideas to do it all- and, to the extent that we inhibit anyone's participation, we sell the Museum short.

No one person can even stay on top of all that is going on in the Museum. There are activities and subcultures at work that many of us, including me, don't even know about. How about the group that has been stuffing the Minnegazette for years. Or the 25+ railroad oral history interviews Jim Burt has done recently? Or the Jackson Street exhibit work that is starting? The PCC restoration group? The streetcar video team? The list goes on and on. The point is that this is all good and satisfies varied interests of the members, a rich mosaic of activity to be encouraged, not controlled.

Lesson #5. We do a lot that is reminiscent of when the Board met around a kitchen table. By this I refer to all the accountability mechanisms- budgets, goal setting, having formalized policies and procedures, etc. This is the least "fun" of an organization like this, but it gets to the heart of having a truly professional organization to present to the public, and to those who might offer us financial support. We've gotten better, but we have a long way to go. The Board has undertaken a lot of committee work in these areas but we're months, perhaps a year, from having it all in place.

Lesson #6. Our biggest organizational challenge is to make sense of our structure as a group of semi-independent divisions under the policy direction of a central Board of Trustees- a Board which is legally responsible for the actions of the divisions. In watching the television show on Thomas Jefferson a couple weeks ago, it struck me that the challenge of developing a federal system after the Revolution was not unlike the situation the Museum faces at this time.



According to Bill Marshall, "MTM was given first stripping rights to this car (Great Northern RPO #42) to get materials for #1102, however, we decided it was in such good condition, it should be out of bounds for scavengers. Glad we did!" #42 is now fully restored and on display at California State Railroad Museum. That's Bill in the doorway.

It gets to needing "checks and balances", and inevitable questions of "states rights", etc. Much more complicated than having a single, centralized organization.

The whole Museum is much more than the sum of its parts, but the integration of the parts into a smooth operation is the real task.

We have recently started creating committees to work on the Museum-wide functions- marketing and public relations, fund raising, ticketing, group charters, volunteer recruitment and coordination, membership services, etc. At the first meeting of the Marketing and Public Relations Committee, chaired by John Walker, I watched volunteers from all the divisions dig into the problems that they share in common. The process felt right. We all tend to become centered on our preferred activity, and it's good to break out and realize that we are part of a larger organization which the public is starting to view as a real regional resource and treasure.

Those are a few of the things I've learned in the past year and I expect there will be many more.

What I haven't learned yet is when to quit. Karl Jones has been telling me since I started this position, that I need to work on finding my replacement so that "I can get back to work..."

ORAL HISTORY PROJECT LOOKING FOR RAIL WORKERS

Thanks to **Jim Burt**, the Oral History Project has swung into high gear. As this is written, Jim has interviewed 26 people. So far the list includes:

NARRATOR	RAILROAD	OCCUPATION
Wayne Ayers	Soo	Asst. Chief Mechanical Officer, Electrical
Bill Bannon	Milw	Messenger Boy/Superintendent
Bob Barnier	WC	Engineer
Larry Bonniwell	GN	Mechanic, Jackson Street Roundhouse
Frank Behm	Omaha/GN	Carman
Jim Byron	Post Office	RPO Clerk
Louie Cardinal	GN/Omaha	Car Cleaner/Switchman/Chairman BRT
Warren Eisfelder	Omaha	Machinist- steam era
Al Fohrman	Omaha	Conductor
Bud Gilson	Milw	Engineer
Conrad Gjestervang	M&StL	Engineer
John Grogan	M&StL	Conductor
John Herman	M&StL	Engineer
Dean Johnson	GN	Switchman/Yardmaster/Labor Relations
Elmer Johnson	Soo	Agent
Melvin Johnson	M&StL	Brakeman
Les Leonardson	Post Office	RPO Clerk
Bill Marshall	C&NW/IC	Leverman/Signal Department
Sid Monroe	Milw	Clerk/General Freight Agent
Oscar Palrud		75 years of railfanning
Pat Perrier	Soo/Omaha	Chainman/Switchman/Training
Joe Saunders	Omaha	Engineer/Local Chairman BRE
Mel Van Scooten	WU/SPUD	Telegram delivery/Mail Service/Ticketing
Dick Sherley	Omaha	Signalman/Local Chairman BRS
John Thingvald	WU	Lineman
Jim Welton	Soo	Telegrapher/Division Superintendent
Larry Wigfield	M&StL	Agent

In addition to these men, **Mike Miller** conducted extensive interviews of 92 year old Milwaukee Road Conductor **George Sweeney**, and **Aaron Isaacs** interviewed 99 year old Pullman Porter and Union Local President **Lonnie Leveritt**. Both have since passed away.

Jim Burt is looking for more interview subjects, particularly for those crafts that have disappeared. If you did any of these jobs or know someone who did, he would like to hear from you.

Accountants, Agents, B&B Workers, Baggage men, Boilermakers/Machinists, Callboys, Car Tracers, Carmen, Carpenters/Painters, Cinder Dicks, Civil Engineers, Claims Adjusters, Conductors, Dining Car Crew, Dispatchers, Division Superintendents, Draftsmen, Engineers, Hostler/Fire Starters/Fire Knockers, Lawyers (especially with courtroom experience), LCL workers, Levermen, Linemen, Management, Mechanical and Electrical, Payroll Clerks, Porters, Pump Men, Railway Express Agents, Redcaps, Relay operators, RPO Clerks, Rules Examiners, Section Workers/ Foremen, Signalmen, Stenographers, Stores

Keepers, Switchmen, Tie or Steel Gang Workers, Timekeepers, Track Gang Foremen, Traffic Agents/Salesmen, Trainmasters, Traveling Auditors, Traveling Engineers, Union organizers/workers, Union Station Superintendents, Waitresses from Railroad Beaneries, Western Union/Postal Telegraph, Women employed during World War II, Yard and Office Clerks, Yardmasters. Please contact: **Jim Burt**, 3571 Williamsburg Bay, Woodbury, MN 55129, (612) 735-3929.

The interview is done at your home and at your convenience. You need not live in the Twin Cities. Candidates from outstate Minnesota and neighboring states are all welcome although it may take some time to set these up.

The interview process is simple. You took pride in your job; recounting it, retelling the anecdotes and remembering the characters you worked with is always pleasurable. The interviewer may prompt you for continuity and ask questions for greater detail and elaboration. Once the interview is on tape, we duplicate it, and eventually it gets transcribed. And if the interviewee consents, a copy goes to the Minnesota Historical Society, and part of the story may appear in the Minnegazette.

TRACTION REPORT

-Louis Hoffman

Traction Division work plan for 1997-98

As part of the reorganization of the Traction Division (Winter 1997 Minnegazette), the concept of the annual work plan has been introduced. Formerly a part of the Division's long-range plan, the work plan is the first step in the annual budget process. Department heads come to the January Traction Committee meeting with a work plan for the upcoming fiscal year. It is refined and adopted between then and the April meeting, during which time it will be transformed into a budget which will, hopefully, balance, be adopted at the April meeting, and approved by the Board of Trustees before the new fiscal year begins on June 1. The long-range plan will be discussed in the fall once the operating season is winding down.

Here are the highlights of the 1997-1998 Traction Division Work Plan:

- * Complete all ISTEAF-funded work, install as many additional ties as possible, and continue to upgrade the overhead wire.
- * Add exhibits, generally improve educational and interpretive activities, and develop and implement better curatorial standards.
- * Think up and implement more free or inexpensive ways to promote regular and charter ridership and work more closely with other divisions to promote the Museum as a whole.
- * Move PCC streetcar #322 from the MCTO Overhaul Base to the Linden Hills Car barn and continue to improve scheduled maintenance of rolling stock.
- * Rationalize our bus fleet, restore at least one bus as a back-up to #1399, and find and take advantage of more opportunities to use our buses.
- * Begin full weekend operations in May and resume Saturday operations in October.
- * Advance Members' Day to earlier in the operating season.

If you'd like to see the full plan, please call me at 729-0287 and leave your name and full address.

Annual Appeal Donations To Date

Donations to the 1996 Traction Division Annual Appeal total \$4,510 to date. However, additional donations of \$1,705 to the Traction Fund bring the total amount of donations to the Fund in the current fiscal year to \$6,100. Since the last Minnegazette, additional donations to the Annual Appeal were received from **Alfred and Dorothee Aepli**,



Before and after views of the car barn expansion. Note how the roof of the addition is higher than the old building. John Prestholdt photos.



Charlene Boden, Zane G. Boyce, John Cartwright, Jack Fitchette (second donation), Nils Halker, Scott Heiderich, Aaron Isaacs, John A. Kennedy, Dick Levering, Nick Modders, Phil Settergren, and Dennis and Ruth Stephens. A donation was also received from the Dayton Hudson Foundation, matching a previous gift from **Brian Krynski** and from **Louise A. Smith**. Finally, **George Isaacs** donated a Makita cordless power drill. We have received Annual Appeal donations from 59 people, one business and one foundation, representing 47 member-ships. This is from only about five percent of the Museum's member-ship. And we are still nearly \$1,600 behind the fine results of last year's appeal. Although it's too late to make a donation to be deducted on this year's income tax return, your donation to the 1996 Annual Appeal is tax deductible on next year's return.

Special Funds Created

The Traction Division has created four special funds. The first, the Traction Endowment Fund, is funded by five percent of all revenue received by the Traction Fund. This is a restricted fund. Once it has grown to a sufficient size, a portion of the interest which accrues on the principal will be available for emergencies and for permanent, long-term improvements to the streetcar line.

In response to donor requests, an Engineering Fund, a Motor Bus Fund, and a PCC Fund have been created. Donations by **Scott Heiderich** and **Roy Harvey** have been deposited into a restricted fund to be used for tie replacement and to extend the car barn's concrete apron respectively. A donation by **Elwin Miller** has been deposited in the Motor Bus Fund and will be used as seed money for the restoration of the newly-

acquired Rochester Yellow coach. **Dr. Douglas Beedon** made a donation earmarked for the ongoing restoration of the PCC.

Although your general donations to the Traction Fund are needed and appreciated, we also welcome your donations for special projects.

PCC To Move To Lake Harriet

The date hasn't been set for the move of PCC #322 from the MCTO Overhaul Base to Lake Harriet for the completion of its restoration. But it's planned for this spring or summer. Look for details in your mailbox. Whenever it occurs, it promises to be a big event as #322 moves to home rails for the first time in 44 years, resplendent in its yellow TCRT paint. Tied in with the dedication of the ISTE work, which we hope will be completed by then, it'll be a good opportunity for all members to come to Lake Harriet to see #322, inspect the ISTE work first-hand, take trolley and bus rides, meet old friends and greet new ones, and enjoy refreshments in the sylvan beauty of Lake Harriet.

Volunteer Statistics

90 Transportation Department volunteers contributed a total of 2,071 hours toward keeping the cars running in 1996. The top ten Transportation Department volunteers were **Dave Culver-72.5**, **Harold Dalland-59.5**, **John Prestholdt-54.5**, **Dave Boone-53**, **Betty Culver-45.5**, **Kathy Prestholdt-45**, **Jim Vaitkunas-44.5**, **Tony Vaitkunas-44.5**, **John Kennedy-43.5**, and **Michael Sciortino-42**. These ten volunteers contributed nearly one quarter of the total.

80 persons volunteered as operators and contributed 1,640 hours. The top ten were **Dave Culver-68.5**, **Dave Boone-53.5**, **John Prestholdt-52**, **Harold Dalland-45**, **Jim Vaitkunas-44**, **John Kennedy-43.5**, **Mike Buck-37.5**, **Karl Jones-37**, **Michael Sciortino-34**, and **Dave VenHuizen-34**. These ten volunteers contributed more than twenty percent of the total.

44 persons volunteered for station agent duty and contributed 381.5 hours. The top five were **Betty Culver-45.5**, **Tony Vaitkunas-44.5**, **Tom Beaumont-38.5**, **Bettye Anderson-30**, and **Darcy Anderson-24.5**. These five volunteers contributed nearly one half of the total.

19 persons volunteered for charter operations and contributed 49.5 hours. The top three were **Roy Harvey-15**, **Harold Dalland-10.5**, and **Lyndon Benson-5.5**. These three volunteers contributed more than one half of the total.

54 Mechanical and Physical Plant Department volunteers contributed 2,092 hours in 1996, an average of 37.6 hours per person, or less than one hour per week. The leaders were **Roy Harvey**-575.5, **Karl Jones**-250.5, **George Isaacs**-159.5, **Scott Heiderich**-153.5, **John Prestholdt**-89, **Jim Vaitkunas**-84, **Russ Olson**-79.5, **Tony Vaitkunas**-79, **Ben Exley**-60, and **John Kennedy**- 51. These ten volunteers contributed 1,581 hours, or more than three quarters of the total.

Combining the Transportation Department statistics with the Mechanical and Physical Plant Department statistics, a grand total of 4,162 hours of labor were donated to the Traction Division by 101 persons. Nearly one in eight Museum members participated in Traction Division activities in 1996. The top volunteers were **Roy Harvey**-604.5, **Karl Jones**-288, **Scott Heiderich**-181.5, **George Isaacs**-168, **John Prestholdt**-143.5, **Jim Vaitkunas**-128.5, **Tony Vaitkunas**-123.5, **Russ Olson**-112.5, **John Kennedy**-94.5, and **Dave Culver**-72.5. These ten volunteers contributed 1,917 hours, or nearly one half of the total.

These statistics indicate that volunteering need not be a major time commitment. For most volunteers, it isn't. The exemplary volunteers named above are unquestionably the backbone of our efforts. We truly couldn't manage without them. But everyone else is also essential to getting the job done. Please join us this summer, even if you can only give us a few hours. Every hour you give allows us to do something we couldn't have done if you weren't there to help us.

Thanks to **John Prestholdt** for compiling these statistics, to all named above for giving so much of their time, and to everyone who gave time to the Traction Division in 1996 - without all of your hard work, we couldn't have done it.

Traction Marketplace

The *Como-Harriet Story* is on its way. It will be available at the Linden Hills Depot for \$3.50 or, if you can't wait, for \$5.50 by mail after June 1st. Write to **Aaron Isaacs**, 3816 Vincent Avenue S., Minneapolis, MN 55410. Another new souvenir item you'll want is the Como-Harriet Streetcar Line pen, featuring a movable #1300 passing the Linden Hills Depot. These are available for \$2.50 at the Linden Hills Depot or for \$4.00 by mail. Also available are Twin City Lines and MTM patches. These are available for \$3.00 each at the Linden Hills Depot or \$3.50 each by mail. And if you're planning a railfanning trip this summer, even if you're an armchair traveler,

you'll need the 1997 Steam Passenger Service Directory. Bigger than ever with more than 400 pages, it contains detailed information about just about every railway and trolley museum and tourist railway in the United States and Canada. All this for only \$16.00 at the Linden Hills Depot or \$18.00 by mail. Write to: MTM, P. O. Box 17240, Nokomis Station, Minneapolis, MN 55417-0240.

Commissioner Patricia Baker

Patty Baker, who represented parts of the Chain of Lakes area of Minneapolis on the Park Board for fifteen years, died on January 1 at age 65. Patty was not a Museum member but she was a friendly voice and a source of support for the Museum and the Como-Harriet Streetcar Line on the Park Board.

General Services Department

The Traction Division's publication, *Twin City Lines - The 1940's*, is back in the news. It was highlighted in the News & Notes section in the Winter 1996-1997 issue of *Minnesota History*, the quarterly magazine of the Minnesota Historical Society. It was also the subject of a complimentary letter from **Philip Fukuda**, the driver of one of the Pacific Bus Society's vintage buses at last year's ARM convention. He writes: "Congratulations on your superb book... There's so much information, great personal reminiscences, many wonderful photos and two clear concise maps. All this for about \$10. What a bargain! Your book has given me (someone who has never been to the Minneapolis-St. Paul area) a good overview of the TCRT." For those of you who don't yet have a copy, it's available at the Linden Hills Depot once the season opens, at the museum store at the History Center in St. Paul, and at many local hobby shops for \$8.00. You can also order by mail for \$10.00 from **Aaron Isaacs**. Finally, it's also the premium for a \$30.00 donation to the Traction Division Annual Appeal.

And the Division itself is in the news. **Heather Worthington** wrote a fine article about the Como-Harriet Streetcar Line in the January issue of *Preservation Matters*, the newsletter of the Preservation Alliance of Minnesota.

You'll find a new exhibit at the depot this summer. Designed and built by **Heather Worthington**, with the assistance of **Aaron** and **George Isaacs**, these four panels tell the story of PCC streetcars generally and in the Twin Cities and the story of our acquisition of #322 and #416 and the ongoing

restoration of #322. Heather has also started the long-neglected job of cataloging and properly storing our priceless artifacts - paper, photographs, and other material. Other projects she's working on include a junior high school curriculum guide in connection with the Preservation Alliance of Minnesota, designed to bring more school charters to Lake Harriet, and grant writing. For next year, the 55th anniversary of the hiring of the first women streetcar operators, she's planning on a motorette exhibit and lecture in April tied in with Women's History Month. Also new at the depot is a plaque from the Minneapolis Heritage Preservation Commission commemorating that the Como-Harriet Streetcar Line is an "individually designated historic structure" in the City of Minneapolis.

With this Minnegazette, you'll find the new CHSL poster. We're using these to spread the word about the line. Please post it somewhere where people - preferably lots of them - will see it. If you need more, please call **Louis Hoffman** at 729-0287 and leave your name, address and the number of posters you want. We'll ship them right away. If you have any other marketing or public relations ideas, please let us know.

Mechanical Department

Carbarn construction has brought most work on equipment to a standstill. With the light at the end of the tunnel in sight, there are many equipment projects waiting to be done. Why not stop by the carbarn on a Wednesday night or Saturday morning? Call **Mike Miller** for more information.

Motor Bus Department

It turns out that our new Yellow coach is not a TCRT vehicle. Acquired from the family of a former TCRT employee, we had assumed it was a TCRT coach. It isn't - it's from Rochester. TCRT owned the Model 716. Our is the slightly different Model 715- one window shorter. Thanks to Bus World Editor **Mac Sebree** for helping us learn the true identity of our newest acquisition. Are there any other Rochester area members who have information about these buses or would like to help restore - with labor or money - this rare piece of Rochester's history?

Physical Plant Department

Work has continued on the carbarn expansion throughout the long, cold, and snowy winter. We hope that work will be winding up as you read these words. However, knowing how construction

projects often go, along with our unpredictable weather, our well-conceived plans may see training and early season operations working their way around the end of construction. As winter gives way to spring, and spring to summer, we'll have room in the expanded car barn for the storage of our current fleet plus the two PCC streetcars. A longer pit in the maintenance barn will make equipment maintenance easier. And the remainder of the ISTE A work will commence - installation of some 400 new ties (we only have 2,000 more to go) and a good-as-new southbound platform, steps, and tunnel at 42nd Street. Many thanks to **George Isaacs** for his planning and oversight of the ISTE A project, especially the car barn construction, and to **Roy Harvey** who was on site virtually every day to assist the contractors.

Rest assured, motorman training will begin as scheduled on April 22 and the regular season will begin as scheduled on May 3. The Overhead Wire crews will reconnect the overhead wire, initially on a temporary basis, to allow the movement of streetcars in and out of the barns. And track crews do necessary maintenance. Work sessions will run through June, every Saturday morning, and will resume after Labor Day for the rest of the fall. There's much work to do. So when you get the call, please give us as many Saturday mornings as you can, even if it's only one. There are tasks for everyone - Superintendent **Scott Heiderich** points out that he has a bad back and can't lift too much. So if lifting heavy objects like ties and rails isn't your cup of tea, we can find something that is. Last year, with the great outpouring of volunteerism, we discovered that many hands make light work. We need to do that work, and on a regular basis.

*Thanks to **Scott Heiderich** for contributing to this report.*

Safety and Training Department

Longtime Superintendent **Karl Jones** has announced that he is stepping down at the end of the year to devote more time to Mechanical Department activities. In addition to overseeing the Safety and Training Department, Karl is the Shop Foreman, in charge of day-to-day activities at the Linden Hills Car barn and Shops, the foreman for streetcar #1300, and Garden Foreman. Many thanks to Karl for his tireless work on behalf of the Traction Division as Superintendent of Safety and Training. Karl, as regular readers of these pages know, is one of the mainstays of the Traction Division whose time and talent

we have benefited from immeasurably. Assistant Superintendent **John Kennedy** has agreed to take over the top spot, recognizing that he has big shoes to fill.

Transportation Department

Member's Day will be moved up from late September this year to take advantage of better weather and, hopefully, to lure some members into volunteering. Member's Day is your opportunity to operate a streetcar, drive a bus (if you have a commercial license), talk to the people who make the Como-Harriet Streetcar Line go, and learn how you can help. Even if you can't volunteer, come by and take a spin behind the controller. Look for details in your mailbox soon.

There will be several changes in the schedule for 1997. Service will begin on Saturday, May 3, continuing on Saturdays and Sundays until daily service begins on Friday, May 23. Daily service will continue until Labor Day, September 1 and will continue on Saturdays and Sundays until Sunday, October 26. This schedule marks the beginning of full weekend service in May (it had been limited to Sundays and Linden Hills weekend previously) and the return of Saturday service in October, which had been discontinued as an experiment last year. For more detailed schedule information, please call (612) 228-0263 or (800) 711-2591. These additions to the schedule will be especially important this year. Lake Harriet will close down on August 1 when the Park Board begins the reconstruction of the Lake's infrastructure. Just about every public convenience will be shut down or torn up. This means we lose all of our casual riders, those who hop aboard because they came to the Lake for a concert or a walk. After August 1, there won't be concerts or anywhere to walk. So strong early season revenue and visits from regular riders and new riders you recruit after August 1 will be essential.

This schedule increases the time pressures on the Safety and Training Department to train and recertify nearly 100 motormen and trainees and advances the start of training earlier into April. But it also allows us to take advantage of operating in what we hope will be fine May weather and will result in several thousand dollars of much-needed income for a whole host of projects - Especially important in view of the Park Board's massive construction project.. Thanks to the volunteers of the Safety and Training Department for their hard work and perseverance.

There will be several changes in personnel as well. **Heather Worthington** will succeed **Wanda Sims** as charter agent. With plans for construction well under way at Jackson Street and plans afoot to open Jackson Street to the public this summer, Wanda will be devoting all of her time to that. Many thanks to her for a job well done. Thanks also to Trustee **John Walker** for assisting us in planning the charter telephone package. Crew caller **Debbie Wood** has also stepped down after several years of dedicated service for which we are grateful. Although we to have these positions filled by the time you read this, if you would like to succeed Debbie, or fill in for **Jim Vaitkunas** as back-up crew caller during his one year leave of absence, please call Superintendent of Transportation **Al Jensen**.

Minnehaha Depot

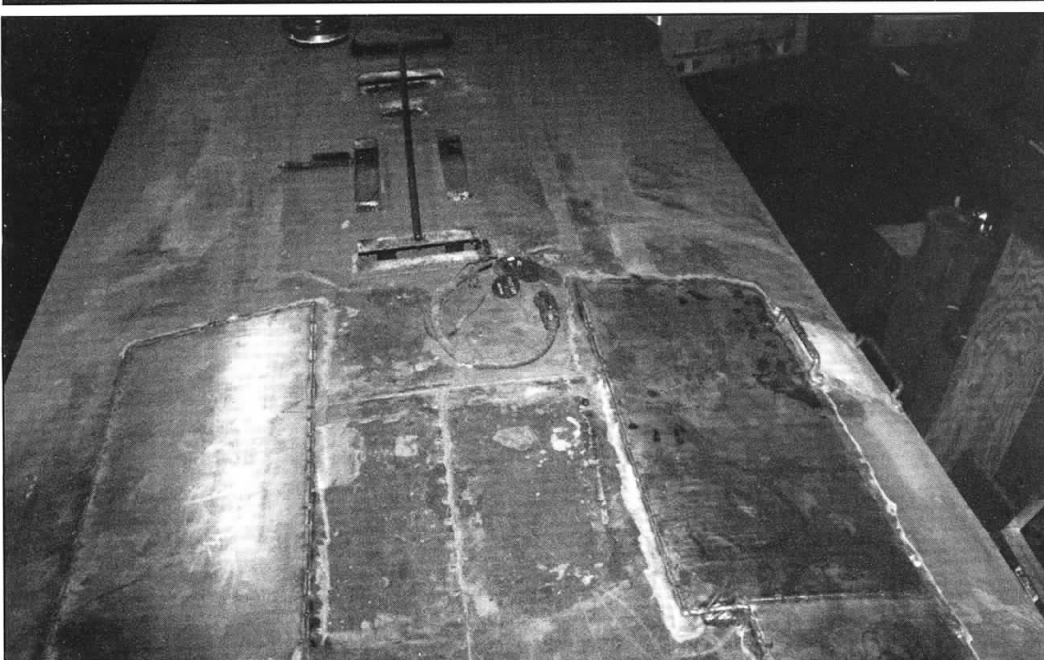
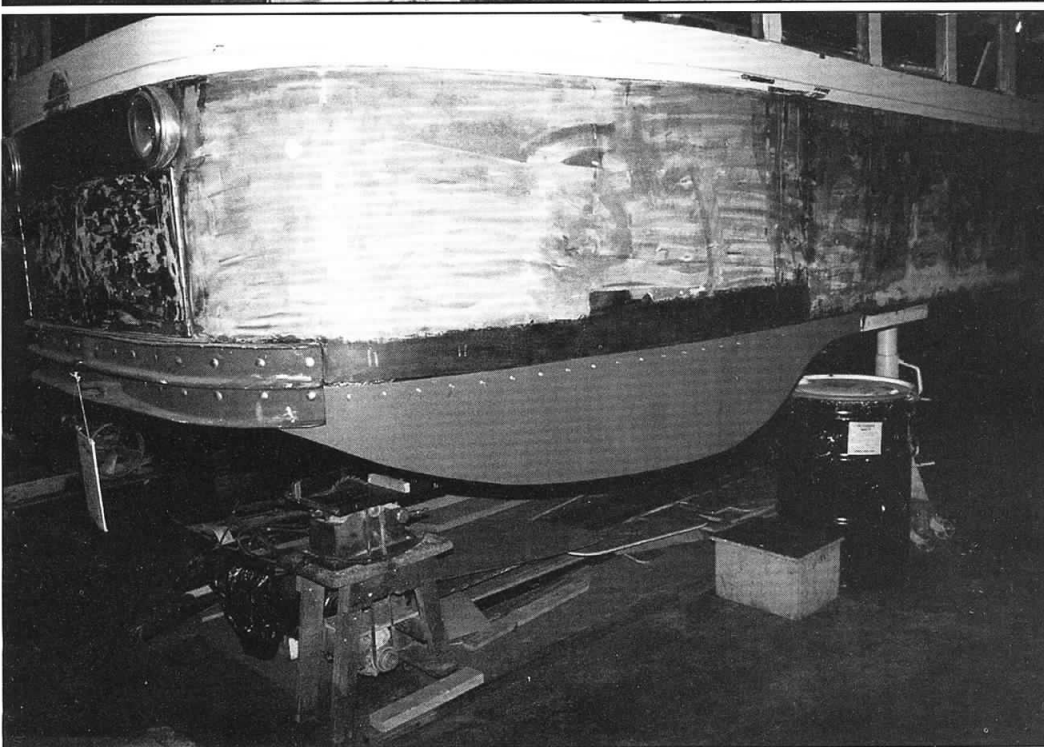
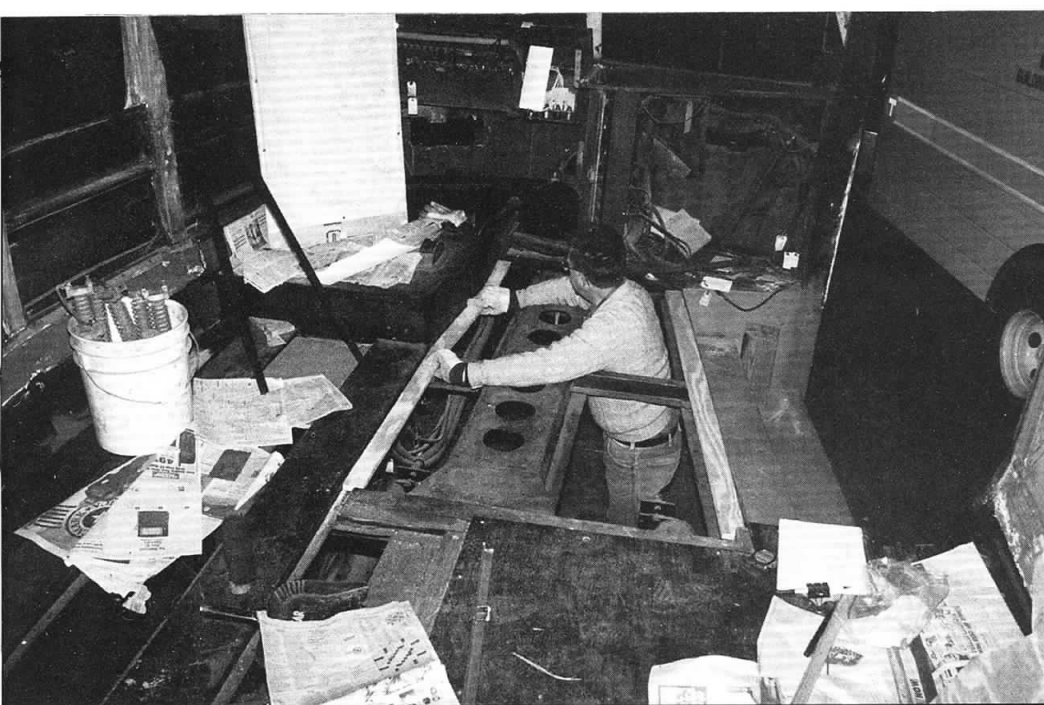
The Minnehaha Depot's annual open house will be from 6:15 until 9:00 p.m. on Monday, May 19. See the telegraph in operation - try it yourself. Enjoy a bus ride along Minnehaha or West River Parkway and a visit to the Falls. Sip and snack in beautiful Minnehaha Falls Park. Make an evening of it or, if you can't make it, stop by any Sunday or holiday from May 25 through Labor Day, September 1 between 12:30 and 4:30 p.m. If you've never been by, find out why they call it the Princess. And if you like it, why not volunteer - once a summer or, better yet, once a month? It's light duty, you'll be assisted in opening and closing, and you'll meet all sorts of interesting people. To volunteer, please call **Corbin Kidder** at 227-5171.

PCC progress.

Top: Charles McCarthy installs an under-floor support board in the motorman's compartment.

Middle: The first of the new skirts have been cut and temporarily fitted in place. They have since been removed for painting and will be reinstalled later.

Bottom: The replacement of corroded roof metal is complete. This shows the area around the trolley pole, where the most work was needed. John Prestholdt photos.



PCC Update

-George Isaacs

The last piece of corroded metal has been replaced with fabricated patches that have either been welded or screwed in place. This accomplishment was to a large part due to MCTO volunteers **Ken Braun, Howie Melco, Jan Homan, Eldon Peterson and Greg Stigen** supplying the know-how to do such work. I also want to acknowledge the cooperation and support of the Overhaul Base managers. We could not have done it without them. So, where do we go from here?

The push is now to get the exterior of the body shell, from the skirt line to the roof line, ready for body filling, priming and application of the Imron version of TCL yellow by MCTO professionals. This work will be performed by MCTO, charging the Museum for labor and materials. For them to do the work, we will have to move the body shell to the west end of the building where the body shop and paint booth are located. Moving the 16,000 pound, 46 foot body 300-400 feet will be a challenge.

After the paint is applied or after the enlarged car barn is ready (whichever comes later), the car will be moved to Lake Harriet and placed in the maintenance barn. Here the work of mounting the skirts, preparing and painting the roof and skirts, checking out AND understanding the electrical systems, and fitting out the interior will be done. How long will this take?

At Lake Harriet we will have more available time to work on the car. At the Overhaul Base we're limited to Saturdays only and self limited to six hours per day. If we continue to have the commitment of the same volunteers, plus some new blood, we could have #322 running about two years after it arrives at Lake Harriet.

As usual at the end of each PCC update, I ask for members not previously involved to call me at 484-7512 to volunteer. Your name will be placed on a roster. Due to limited space, workers will be scheduled to fit the work. We don't want people standing around unassigned.

Lastly, even though our labor is volunteered, we welcome donations to help pay for the materials and additional services that must be purchased. Remember to send your contributions to the "PCC Fund", MTM, 4707 Lyndale Avenue North, Minneapolis MN 55430.



A typical fall Dresser trip passes the Osceola Industrial Park spur, where some MTM equipment, including these two tank cars, is stored. Dick Heine photo.

a rebound from a rather flat 1995 season. Pat reports a grand total of 25,204 passengers from all operations.

The trains operated 23 weekends, or 56 days, 4 holidays and 21 charter days for a total of 81 days. 21,838 people boarded the trains in Osceola and 3,236 rode on the specials originating from other points. Stillwater accounted for over half of the special train riders with the Anderson Company picnic and Lumberjack Days being the events. The Wayzata celebration with the Steamboat Minnehaha brought nearly 600 riders.

The breakdown of riders at Osceola finds that 17,750 took the trip to Marine and 4,088 went to Dresser. An early season brochure promotion that gave \$1 off the price was used by 618 people. The autumn leaf coloration continues to be the best promotion, as this year an all time daily record of 1,076 passengers rode on October 12. Approximately 60 percent of this year's riders were walk-ins at Osceola.

Railroad Division Board restructured

With the approval of the membership at the fall annual meeting the Railroad Division Board has been changed from a more or less advisory board to one that will have an active role in the operation. The board will consist of nine members with three being at large and elected to staggered three year terms. Others on the board will be the General Superintendent, the Trainmaster, the Chief Mechanical Officer, the Director of Marketing, the Director of Safety and Training and the Director of Volunteer Services. The Superintendent, who is elected annually by the membership, has an important role in the board because he/she appoints on an annual basis the Trainmaster, the Director of Safety and Training, and the Director of Volunteer Services. Thus a large representation on the board is in effect elected with the Superintendent. It is hoped that this process will allow for a smooth operation.

Osceola & St. Croix Valley Ry. Board

Another group that has input into the Railroad Division's operation is the Osceola & St. Croix Valley Railway board which takes care of the actual company running the Railroad. MTM is well represented on this board with **Mike Miller**, **Art Pew** and **Dick Heine**. **Pat Kytola**, who lives in Osceola and is an MTM member also, is on the board

RAILROAD REPORT

-Eric Brom and Dick Kolter

Activities on the Railroad Division during the winter have been quite slow except for the educational program for the crew members. Passenger trains don't operate in the winter, the freight business has been very slow, and maintenance work is difficult in the cold weather. Crew members have been using most of their available time for studying the rules and operating practices. Normal activities will increase as the weather becomes warmer.

Operating crew re-certification

Once every two years each member of the operating crew must complete a program of instruction leading to re-certification for operating the trains. This course requires a time commitment of every Saturday for the better part of two months and finishes with a rules test for everyone and an additional test for engineers. New members start their career on our railroad by attending these classes and passing the rules test. New members also must complete an on the job brakeman training day before being assigned to their first student brakeman position. The course uses the Federal Railway Administration's book *General Code of Operating Rules* plus other manuals created by the Railroad Division and the Wisconsin Central Railroad. Video tapes, both commercially prepared and locally created are also used.

The major part of the instruction is on the rules and is presented by **Ward Gilkerson**. **John Stein** contributes with instruction on air brakes and train handling. **Paul Dalleska** explained

mechanical equipment in one of the sessions. This year division Superintendent **Nick Modders** did much of the engineer training and covered several other administrative and operational topics that were pertinent to the overall presentation. Ward also was in charge of giving and scoring both the General Code test and the Engineer's test. Nick was the star presenter of the locally produced videos that were taped by **Morten Jorgensen**.

Noel Petit takes care of much of the paper work required by the instruction and certification process and he reports that this year sixty three people took the rules class with 62 completing it successfully. In this group there were 22 new recruits. Eight people who had been certified before did not attempt to re-qualify. Also, 15 engineers passed the engineers test. The classes this year were held in the basement of the Hope Lutheran Church on Cedar Ave. in South Minneapolis. The Railroad Division wishes to thank the church for allowing us to use their facility. It worked out very well. Although it is best for new members to join the operating crew by starting with this instruction program, it is possible for someone to work on their own toward becoming certified if, for instance, they start in the year opposite the years the classes are offered.

Yearly passenger recap

Pat Kytola, the railroad division's director of marketing, has compiled the totals for ridership during the 1996 season. In general it appears that it was a good season and compares favorably with the better seasons since the start of the operation at Osceola. It was definitely

and has been elected Secretary/Treasurer. Other members of the board from the St. Croix Valley area are **Gail Flom** from Dresser, owner of The Valley Motel; **Terry Bennett** who lives in Amery and owns Crab Tree's Kitchen in Copas; **Jim Judkins** who lives near the line by **Dwight Lake**, and **Tom Warth** from Marine.

Equipment Maintenance

Debbie Wood has agreed to take on the position of Director of Volunteer Services and has come up with some plans for coordinating the maintenance work on the equipment both at Jackson Street and during the operating season at Osceola. As in the past, work sessions at Jackson Street will continue to be Thursday evenings and Saturdays. To be sure that your volunteer efforts are placed where you want them, and where your skills can be best used, call Debbie ahead of time to see what projects are currently under way or need to be started.

New Trainmaster

Dick Heine has assumed the position of Trainmaster replacing **Morten Jorgensen** who is going to concentrate his efforts in the safety and training area. Dick has been working on the schedule for operations at Osceola this summer. Tentative plans call for fewer trips to Dresser and more along the river. Last year's passenger totals showed that about four times as many people opted for the river trip to Marine as for the short trip to Dresser. Thus an emphasis will be placed on the river area, especially in fall color season. Steam operations will be concentrated mostly in August this year. **John Oliver** will help the trainmaster, when necessary, and has already worked on some freight crew scheduling. **Jan Edstrom** will work on passenger crew scheduling again this year. She has done a fine job in this area in the past.

Freight train work has seen a drop in business to almost zero during recent winter months. Most of the winter freight was logs for the paper mills and this stopped as the snow got deep in the woods. We hope it will pick up with warmer weather.

RR fund donors

Members have responded to the RR division Pledge Drive, to the tune of \$725!

Donors to date: **Loren A. Hartwell**, **Michael E. Miller**, **Richard Niemiec**, **John and Sue Oliver**, **Clifford A. Johnson**, **Nick Modders**, **Herbert N. Bloomberg**, **L.W. Peterson**, **George L.**

Shriver, **Keith Anderson**, **Lloyd J. Jackson**, **Lyle E. Vogt**, **Wallace E. Nortner**, **George and Maxine Bergh**.

Also, two extremely generous donations were received for the NP 328 preservation fund from **Frank and Judy Sandberg** and **Con-Tek Machine, Inc.** as a result of this fund drive. This raises the 328 fund to over \$4,000 to date.

'97 Operating Schedule

There will be a few schedule changes this year. Except for August and the peak fall colors season, there will be no second run to Dresser. The second run will be added in August, when steam will run. During fall colors, the last Dresser trip will be replaced by a third Marine trip, as was done last year. In addition, there will be a half trip backup move to the Cedar Bend drawbridge following the last Marine trip during fall colors.

Here are the details:

May, June, July, Sept. 6, 7, 13, 14,
Oct. 18, 19, 25, 26.

Osceola Departures

11:00 to Marine, return 12:30
13:00 to Dresser, return 14:00
14:30 to Marine, return 16:00

August, with steam:

Osceola Departures

11:00 to Marine, return 12:30
13:00 to Dresser, return 13:45
14:00 to Marine, return 15:30
15:45 to Dresser, return 16:30

Sept. 20, 21, 27, 28 and Oct. 4, 5, 11, 12
Same as May with the addition of a 16:15 departure to Cedar Bend, return 17:00.

The first charter will be May 8, with charters on Thursdays as usual. Two specials are pretty definite at this time: the Andersen picnic July 19 and the New Richmond "Low Bridge-High Bridge" August 23 with steam. The Amery trips, including the 4th of July fireworks trains are dependent on track conditions east of Dresser, where there is already one 10 mph slow order due to a washout.

WC applies to abandon Amery line

It has been clear that the 15-mile line beyond Dresser to Amery has been living on borrowed time ever since the Wisconsin Central severed its Twin Cities-Sault Ste. Marie main line by removing the 18 miles from Amery to Almena. Amery's only shipper is a Cenex dealer that receives a couple dozen cars of fertilizer per year.

The inside of Minnehaha is beautifully restored, with a deep finish to the woodwork. Here are seats just in front of the rest room bulkhead. Bill Graham photo.

Reportedly, Cenex will be consolidating its fertilizer shipments at a reload located on the main line west of Chippewa Falls. The Amery line may be embargoed as early as this fall. The notice indicates the track would be cut back to a point very near Dresser, which would preclude serving the Trollhaugen ski resort, and perhaps even wying a train. So get your photos while you can.

Used computer wanted

Osceola ticket and charter agent **Pat Kytola** needs a computer and printer for the depot. If you have a used one (preferably IBM compatible) that you'd like to donate, please call Pat at (715)294-3530. The donation is tax deductible.

EXCELSIOR REPORT

-Bill Graham

MTM's second single truck streetcar took shape this winter at the temporary car barn in Excelsior. **Bob Dumas**, **Doug Hultgren**, **Fraser Morse** and others rescued a rotting, amusement park parody of a streetcar, and created a fairly convincing replica of an open single trucker. Bob built a new deck roof from scratch using cherry planks, veneer plywood and 1/8th inch "bendable birch" sheets. His design uses the wishbone bracing between the deck and lower roof sections common to mid-19th century passenger coaches. Bob also replaced the interior pine trim with real cherry planks. Woodwork is being finished in red mahogany stain





Neil Heminger, Will Thompson and Pete Weir are fabricating supports for the upper deck canopy. Leo Meloche photo.

with several coats of urethane varnish. The fiberglass bench seats which extend across the full width of the car have been painted light tan to resemble real rattan seat covers.

On the outside, two courses of fiber glass fabric bedded in epoxy resin cover the roof. It is tinted a passable shade of iron oxide red. The sides and ends of the car will be painted TCRT yellow with moss green striping. Ignoring the fiberglass and some excessive detailing left over from Valley Fair days, the little car will serve quite adequately until TCRT #1239 returns to service in the future.

The truck assembly for this little streetcar resembles nothing from the streetcar era. The truck frame is a rigid steel box carrying a 4-cylinder Wisconsin air-cooled engine with automotive-type

hydraulic brakes. The engine and brakes have been rebuilt completely to like-new condition. The axle bearings are bolted directly to the truck frame without springing, although coil springs hold the carbody above the truck. A chain drives the two wheels on one side of the car, while the two wheels on the other side idle on their own disconnected axles. Since the track will follow a sweeping curve for most of its distance, it seems the car should be set with her powered wheels on the outside of the curve. **Dave Irely** has fashioned mechanical control mechanisms at either end to make the car a true double-ender. A single crew person can operate the car, although operating plans call for a motorman and conductor.

Widmer Construction Company has

been chosen as general contractor for construction of the trolley system in Excelsior, and a contract has been let. Lester Buildings will supply the carbarn. Construction should begin in May, to be completed within about two months. Funding for the project comes from the federal ISTEAG grant, supplemented with local contributions.

Minnehaha's upper deck now sports a canvas awning with red and white candy stripe fringe. **Pete Weir** and **Jim Oglund** designed the awning which was built by Duane Smith Canvas Company. **Tim Reichel** has painted the streetcar and the Minnehaha in new TCRT paint. Minnehaha was scheduled to roll out of her building on April 12, and to be slid into Lake Minnetonka on April 19.

Operating Schedule for 1997

The 1997 schedule will be similar to 1996, with a few changes and with some additional service. Mechanical improvements to the Minnehaha's engine and boiler promise greater speed. Experience from last year as shown that running time between docks can be tightened, but that more time is needed at the docks to load and unload passengers.

The scheduled running time has been shortened by ten minutes between the Minnehaha Dock and the Excelsior Water Street Dock. It has been shortened by 15 minutes between Excelsior and Wayzata. Meanwhile, loading time has been lengthened by 25 minutes at Wayzata and 10 minutes at the Minnehaha Dock, and shortened by five minutes at Water Street. The crew will have a chance to catch their breath.

Here is the new schedule for Saturdays, Sundays and Holidays from May 25 through September 14.



MINNEHAHA DOCK		EXCELSIOR WATER ST.		WAYZATA DOCK	
Arrive	Depart	Arrive	Depart	Arrive	Depart
	9:00	9:05	9:15	10:00	10:40
11:25	12:00	12:05	12:15	1:00	1:40
2:25	3:00	3:05	3:15	4:00	4:40
5:25	6:00	6:05	6:15	7:00	7:30
*8:25	*Note: The last boat stops at Water Street on request.				

Fares will remain the same as last year.

Fare	Round Trip	One-way
Adult	\$8.00	\$5.00
Senior	\$7.00	\$4.00
Child 6-15	\$5.00	\$3.00
0 - 5 years	free	free
Steamboat volunteers	free	free
Other MTM members	\$5.00	\$3.00

The ticket office is located in streetcar #1809 at the Minnehaha Dock. Ticket office hours are Wed.-Fri. 1-5 PM, and Sat.-Sun. 8AM to 6PM. If last year is any indication, many trips will sell out ahead of time. Call 474-4801 to purchase in advance. If space is available, tickets may be purchased at the dock from the Minnehaha's Purser.

Special Trips and Events

Friday night Sunset Cruises will depart at 6 PM and make a round trip to Spring Park on June 13, July 11 and August 15.

On certain Sunday nights (June 22, July 20 and August 18), the normal 6 PM departure will be replaced by short rides from the Minnehaha Dock. They'll leave at 6:00, 7:00 and 8:00 PM. The fare will be \$3.00.

For the following special event days, short rides will be offered instead of the normal noon departure. They will depart at Noon, 1:00 and 2:00, for a \$3.00 fare.

Antique Boat Rendezvous, Sat. and Sun. Aug. 9-10 at the Minnehaha Dock.

Apple Day, Sat. Sept. 6 at the Minnehaha Dock.

James J. Hill Days, Sun. Sept. 7 at the Wayzata Dock.

We need crew members!!!

Care to serve as a Pilot, Engineers or Purser? Call **Lori Hammond** at the Steamboat office at 474-2115.

Paul A. Siegler flew over Lake Minnetonka last summer and contributed this excellent view of Minnehaha cruising along. See the rear cover for more.



Origin Of The TWIN CITY LINES LOGO

And the Big Island Brochure

*When longtime member and collector extraordinaire **Bob Bowes** sold off his collection shortly before his death, **Michael E. Miller** bought some of it and donated it to the museum. Included were pages from the *Street Railway Journal* reporting on TCRT developments. The Minnegazette likes to reprint original text when possible, because the language of the day comes through along with the content.*

(January 5, 1907) Trademark At Minneapolis

The general passenger department of the Twin City Rapid Transit Company, of Minneapolis and St. Paul, has just announced the adoption by the officials of a trade mark which will hereafter be seen on all printed matter, blanks, time tables, newspaper advertising and other forms of publicity the company may issue.

"Practically every steam road and steam-ship line in the country is distinguished by its trade mark, and the prominent electric lines are falling into line in this respect. The Twin City Rapid Transit Company, appreciating the advertising advantages of such a symbol, started some weeks ago to secure a design for a trade mark. Looking over the wide range of trade marks the company discovered that nearly every geometrical form had been appropriated, circles, squares, ovals, shields, diamonds, flags, banners and the whole family of patterns that lent themselves readily to an attractive mark. Many suggestions were offered for complicated designs which meant much study, for pictures of cars and tracks, of "Minnie" and "Paul" and a host of other ideas serious

and silly. A good trade mark seemed to be defined as a striking design that would look equally well if printed as small as a dime or as large as the top of a barrel, a design that would look well if printed in one color or two colors, something that told its story in one glance, and yet so simple as to be remembered and admit of being drawn from memory by those who saw it; also a design that would wear well and improve on acquaintance; and so with the many problems involved the passenger department finally worked up the trademark shown herewith.

It represents a Spanish mission window which is typical of the Spanish mission architecture to be employed in all the companies buildings at Big Island Park, the new Lake Minnetonka resort. The words "Twin City Lines" include all the Twin City Rapid Transit properties, local lines, suburban lines, steamboat lines, in the same broad way as "New York Central Lines" and "Pennsylvania Lines" include their many rail and boat properties. "Twin City Lines" is practically the nickname the public gives all the Twin City properties, and it is a sweeping, characteristic, sure to prove popular and easy to remember, and it will look well on the flag of the company's fleet of twelve Lake Minnetonka boats, on a conductor's button or on any other place the company chooses to place it. For the most part, it will always appear with the center red and the border white and black. It is a strong, simple, effective design, artistic, well proportioned and worthy of the progressive up-to-date company it will advertise; besides, it is different, no other transportation company having a design just like it."

February 23, 1907

From an article on Twin City amusement resorts by General Passenger Agent A. B. Warnock.

"Another folder we will issue this year will be a 20-page folder entitled: "Airship View of Beautiful Big Island Park and Lake Minnetonka". Besides an attractive assortment of pictures of our steamboats and Big Island Park, one side of the folder will contain a large map 31 ins. wide and 9 ins. deep, being a panoramic map of Lake Minnetonka and Big Island Park, taken approximately from a point 1000 feet above the Dock Station in Excelsior. We have had this prepared with the utmost care, and it will be a very attractive relief map, showing at a glance how people from the Twin Cities can reach our docks at Excelsior, where they can change to our boats for all principal places of interest around the lake. It is a stunning picture everybody is anxious to keep."

BIG CHANGES COMING TO JACKSON STREET

The years of waiting are coming to an end. The transformation of Jackson Street Roundhouse is about to start. This spring will see the first construction under ISTE A 1, a \$326,500 grant.

ISTEA 1 pays for:

- The public parking lot on the east side of the roundhouse
- The public entrance, including handicapped access
- Some interior electrical work in Bay D, to permit restoration of original lighting fixtures
- Outside pathways from the roundhouse to the pole building and open track areas
- Movement of the NP Rutledge depot to its permanent location near the visitor entrance.
- The reopening of one of the recessed

floor diesel stalls in Bay D, and house moving the MN&S business car Gopher into the stall from the pole building

- Temporarily reelectrifying the light tower near the Jackson Street bridge
- Installation of public bathrooms
- Security fencing in the front of the building

As this is written, the construction bids for ISTE A 1 are out. It will be followed by ISTE A 2 and 3, which have been combined into a single project. Totalling \$591,500, they will fund:

- The installation of the new heating, ventilating and air conditioning system for the entire building
- A second set of bathrooms in Bay A
- Mandated storm sewer changes
- Demolition of the "garage" over the turntable pit, along with the loading

docks, which were added after the Great Northern sold the roundhouse.

- Various track improvements, including the tracks to the Rutledge depot and the turntable, as well as upgrading existing main tracks.

Besides the grants, there have been other developments. 1996 saw the cleanup of ground water petroleum pollution by Burlington Northern. Volunteers have spent considerable time clearing debris and making the material piles more orderly. This included scrapping the structurally unsound Northern Pacific Dilworth turntable. By summer the buses will be off the property, except for the Yellow coach. The PCC will be moved to the expanded Lake Harriet carbarn. The body of TCRT #1239 will be moved to the new Excelsior carbarn. Bay



GREAT NORTHERN RAILWAY ST PAUL MINN - 5-11-29 -
 ROUNDHOUSE CREW - ON EMPIRE-BUILDER LIMITED ENGINE -
 PHOTO BY
 ART - EMMMA -
 WASH - D - C.

A, behind the current Railroad Division maintenance office, has been opened for the storage of items currently located in the garage.

More land has been acquired. Last year BN donated the powerhouse to MTM. The goal has been to run a spur track along the north side of the building, so that trains can load at the Rutledge depot by the parking lot just east of the power house. To this end, Waste Management, Inc., who owns the former GN coach yard, recently donated a strip of land 35 feet wide along the north edge of the roundhouse. Negotiations are underway with BN to purchase a narrow wedge of land alongside the pole barn to complete the track access.

What next?

Application will be made this year for ISTE A 4, programmed for the years 2001 or 2002. If it is successful, it will pay for the excavating the turntable pit and installing the recently acquired GN table from Minneapolis Junction.

The Jackson Street mechanical employees pose on spotless and gleaming class P-2 4-8-2 #2517, which carries the name "Marathon" on its tender. The name was bestowed after the engine pulled a silk train on a continuous 3567-mile, 100-hour Seattle-St. Paul round trip in 1925, pausing only for eight hours of servicing at Jackson Street. In an era when locomotives were changed out every 100-200 miles, it was an enormous feat. One month after this picture was taken, #2517 led the first Empire Builder west from St. Paul. For more pictures of Jackson Street's employees, fold out the next page.

Application has been made to the City of St. Paul for a \$45,000 Star Grant. These grants require a 50 percent match by the applicant. The grant would:

- Restore the Rutledge depot
- Restore Rock Island coach #2529, currently derelict at the arsenal, as a school lunch/theater car by the located
- Restore Soo Line wood RPO car as a transportation art gallery.

The previous tenants left when their lease expired last fall. Efforts to lease Bays B and C to new tenants have so far been unsuccessful. Tenants would provide income to pay for utilities and to help bring down the mortgage principle, which stands at about \$192,000.

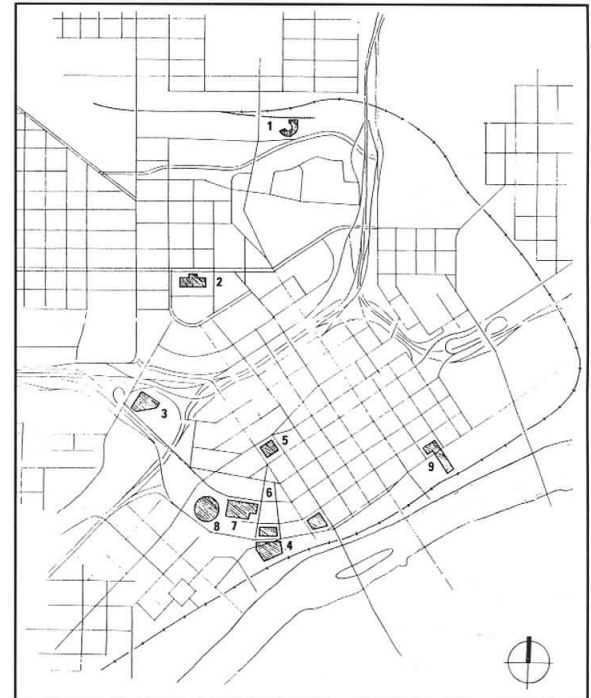
Downtown St. Paul created the Cultural Corridor concept as a strategy for the long term viability of downtown. The Corridor includes the Science Museum, the Children's Museum, the Ordway

Right: It's only a dream at this time, but here's how Jackson Street might be connected to the St. Paul River Front and the Science Museum, via unused space along existing rail right of way.

St. Paul Cultural Institutions

1. Jackson Street roundhouse
2. St. Capitol
3. Minnesota History Center
4. Science Museum
5. Children's Museum
6. Landmark Center
7. Ordway Theatre
8. St. Paul Civic Center
9. Union Depot

Theatre, the Fitzgerald Theatre, and Minnesota Museum of Art and the Minnesota History Center. In order to make Jackson Street viable, it needs to be part of the Corridor, and viewed as an educational attraction. To cement this bond, the long range plan is to link JSRH by rail with the St. Paul riverfront and the Science Museum. This is physically possible because of the reduction in the number of tracks on the rights of way between the two points. Furthermore, there would be no need to cross an existing active track. So far, however, it's only a concept. There have yet to be any negotiations with the railroads.



MTM AND ISTE A

MTM has benefited greatly from the federal Intermodal Surface Transportation Enhancement Act, better known as ISTE A. For the first time, it set aside a pot of money for "Enhancement", non-traditional projects designed to benefit alternate transportation modes, improve the aesthetics along transportation corridors, and restore historic transportation facilities. For example, it funded the reopening of the James J. Hill Stone Arch Bridge and the moving and restoration of the Longfellow House near the Minnehaha Depot. Over in Wisconsin, a grant has been approved to restore Soo Line 4-6-2 #2719, which ran the last steam trip to Osceola and may run there again.

MTM has received six grants to date totalling \$1,672,500, and directly benefited from another.

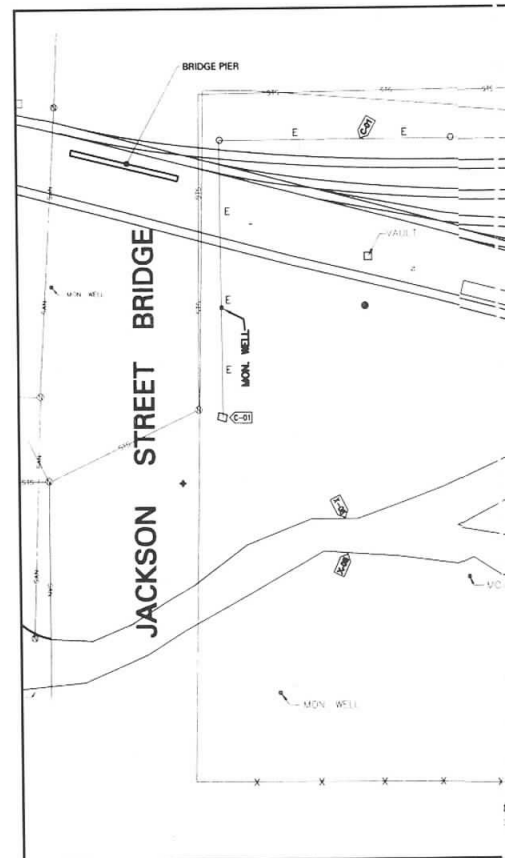
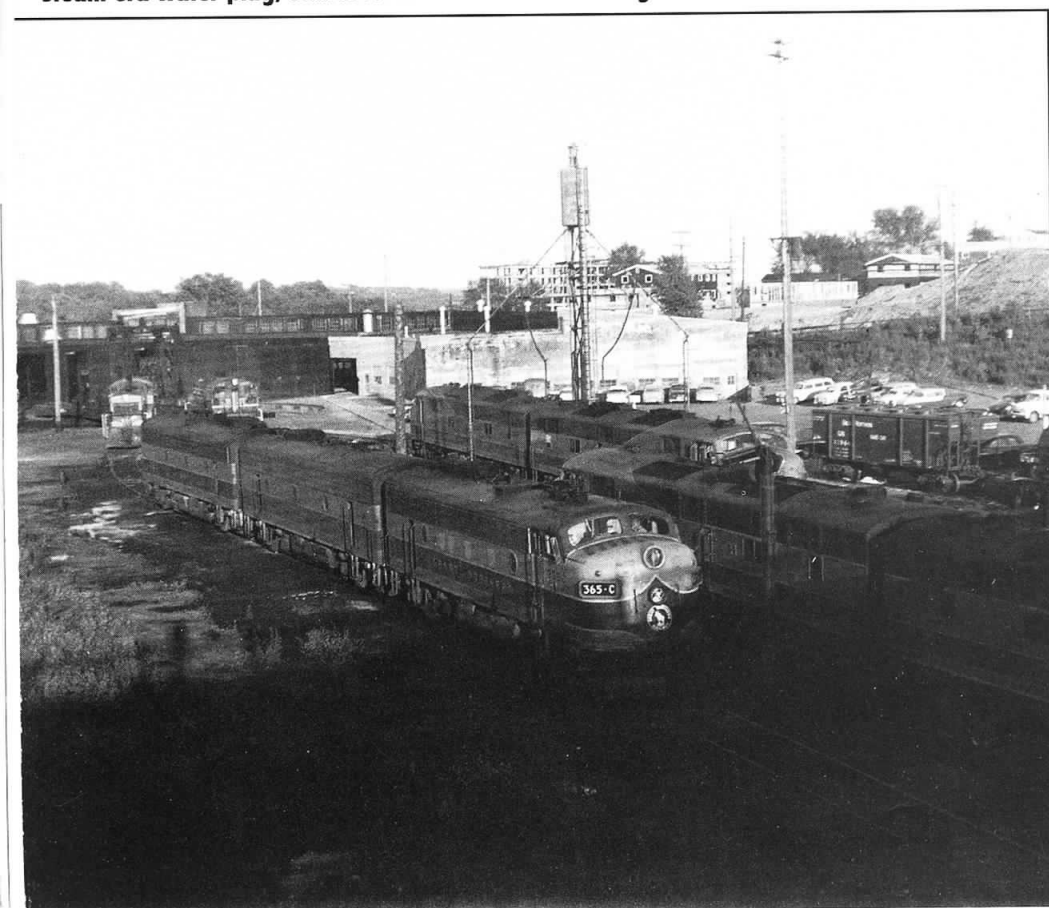
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|-------------------------------------|---------------------------------------|------------------------------|
| • Jackson Street 1 \$326,500 | • Jackson Street 2 \$265,000 | • Jackson Street 3 \$300,000 |
| • Excelsior Trolley \$391,000 | • Como-Harriet improvements \$150,000 | |
| • Railroad passenger cars \$240,000 | • Osceola Depot restoration \$250,000 | |
- (from Wisconsin DOT to Osceola Historical Society)

The Metropolitan Council has announced that applications will be taken this year for year 2001 and 2002 grants. The Enhancement pot is \$8 million. Individual projects may not exceed \$700,000 which is up from the previous ceiling of \$500,000. One important and favorable change is the form of the 20 percent local share that must be paid by the grant recipient. For example, the recipient must put up \$100,000 of a \$500,000 grant. In past years the local share had to be cash. This year a "soft match" of donated labor and materials is permitted, and this should help MTM leverage more money.

The original ISTE A Act expires this year and Congress is deep into reauthorization. The big question is whether the ten percent Enhancement set aside will survive. It is under attack by a coalition of highway departments and traditional road contractors. On the other hand, Enhancement has a mighty ally in Minnesota Rep. **James Oberstar**, one of ISTE A's original sponsors.

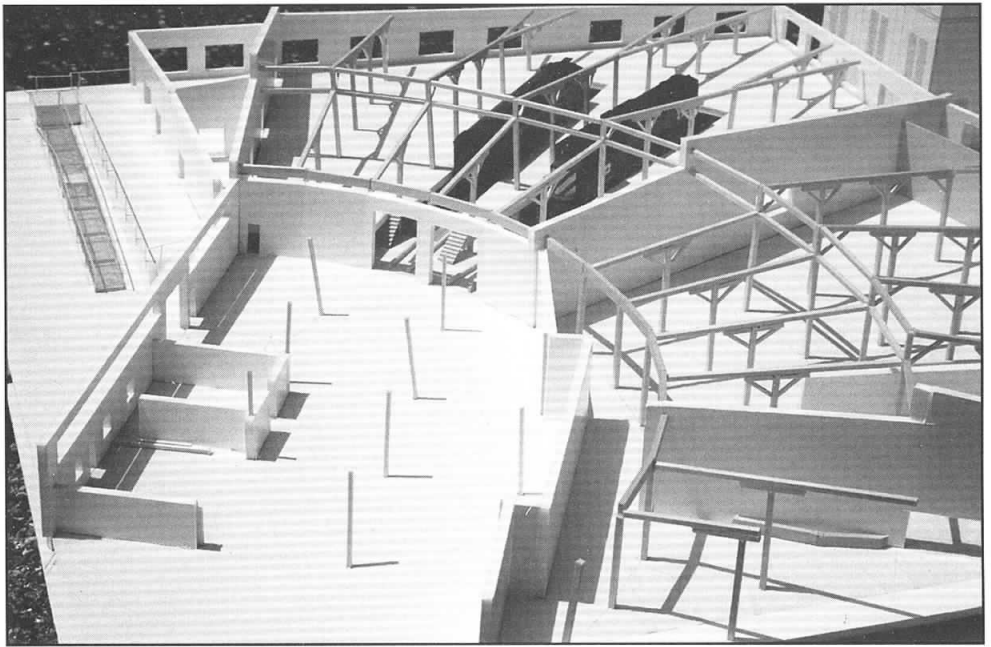


Below: Passenger power and yard units gathered at Jackson Street in July 1958. Note the steam era water plug, still used for the diesels' steam generators. Ron Erickson photo.



Left: Jackson Street as it appears today. From the air the covered over turntable pit is very obvious. The loading docks at left and right were added after abandonment. They will be demolished, exposing the exterior walls again. Beyond the roundhouse at left is the two-story powerhouse, which MTM acquired last year. The Rutledge depot will be installed just beyond it. Track will be built along the north (left) side of the building to the depot. ISTE 1 will repower the light tower at lower right.

Right: This architect's model shows the reopening of Bay D (top center with locomotives) prior to the removal of the "garage" over the turntable pit. Bay D was modified in the 1950's to service diesels. A high floor was installed, with inspection pits under the tracks. The MN&S private car Gopher will occupy the first of these pit tracks to reopen. Julie Snow Architects model and photo.



CONTRACTOR ITEMS

- C-01 NEW POWER TO LIGHT TOWER
- C-02 NEW ASPHALT WALK
- C-03 NEW DEPOT FOUNDATION
- C-04 NEW CONCRETE WALK
- C-05 NEW EXTERIOR STEEL RAMP W/CONC. FOUNDATION
- C-06 NEW FENCE W/GATES
- C-07 NEW ASPHALT PARKING AREA
- C-08 NEW EXTERIOR STL STAIR & RAMP W/CONC. FOUNDATION
- C-09 NEW EXTERIOR STEEL BALUSTRADE
- C-10 REMOVE ABANDONED UTILITY POLE
- C-11 REUSE GLASS BLOCK FROM POWERHOUSE AT ROUNDHOUSE
- C-12 REMOVE EXISTING ASPHALT
- C-13 NEW ROOF VENTILATORS
- C-14 REVISE CATCH BASIN CASING
- C-15 NEW PARKING AREA DRAINAGE SYSTEM
- C-16 REMOVE & REPLACE CONC. SIDEWALK
- C-17 NEW CONC. CURBS & GUTTERS
- C-18 REMOVE EXISTING STL DECKING AND CONCRETE FLOOR SLAB
- C-19 NEW EXTERIOR DOORS
- C-20 NEW EXTERIOR WINDOWS
- C-21 NEW PUBLIC TOILET ROOM
- C-22 NEW GWB PARTITION
- C-23 NEW EXTERIOR WALL
- C-24 NEW INTERIOR FIRE PROTECTION SPRINKLER SYSTEM
- C-25 RENOVATED LIGHT FIXTURES
- C-26 NEW LIGHT FIXTURES
- C-27 NEW STEEL RAILING
- C-28 NEW INTERIOR STEEL RAMP & RAILING
- C-29 REPAIR CONC. DOCK SLAB
- C-30 NEW WOOD BEAM
- C-31 NEW MECHANICAL FANS
- C-32 REMOVE EXTERIOR DECORATIVE METAL WALL PANELS
- C-33 NEW CONC. FLOOR SEALER

OCCUPANT WORK ITEMS

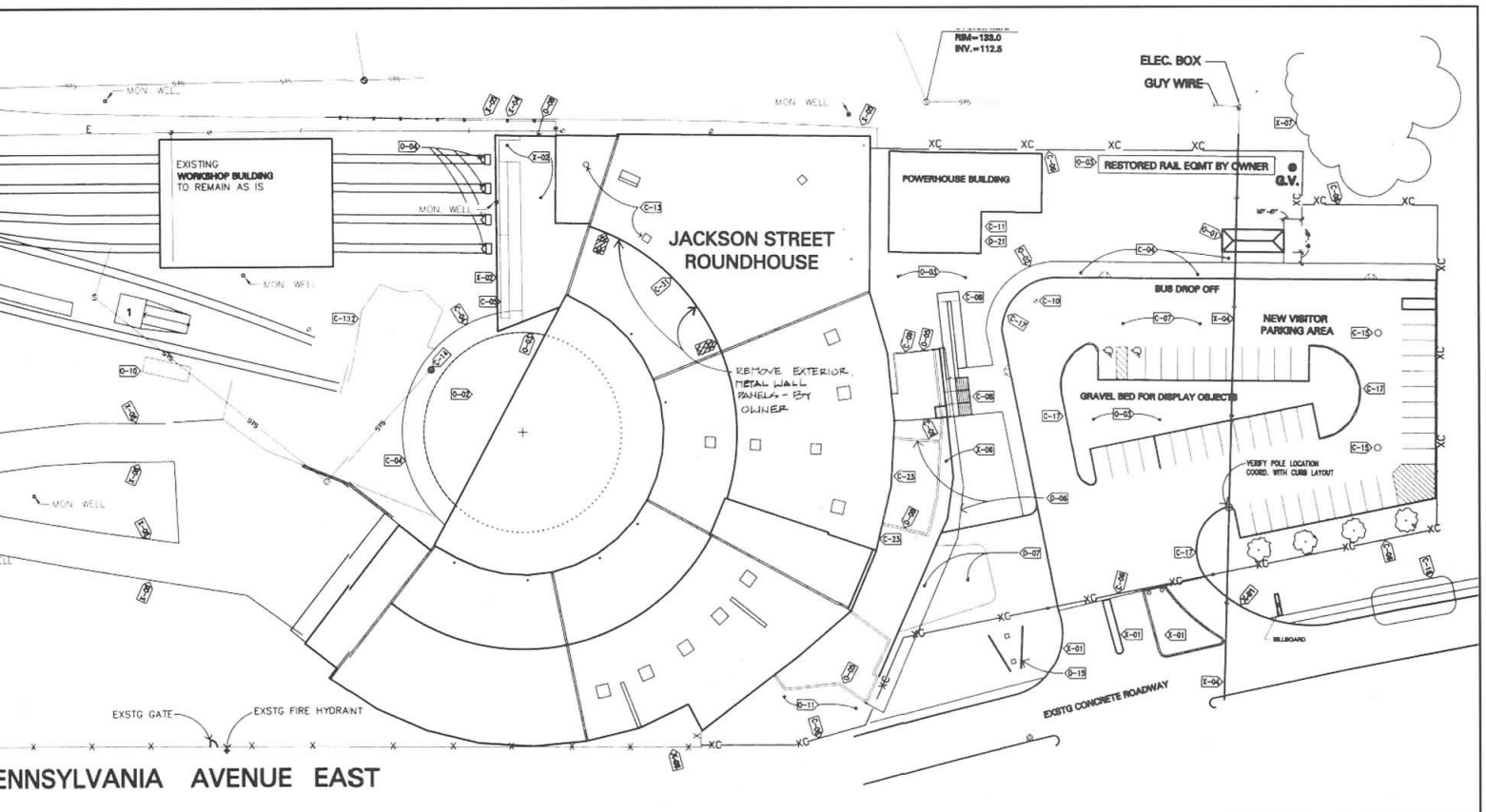
- O-01 RELOCATE DEPOT
- O-02 NEW BALLAST BORDER
- O-03 NEW BALLAST FILL
- O-04 NEW TRAIN STOPS
- O-05 REMOVE EXTERIOR MASONRY WALLS
- O-06 REMOVE OVERHEAD CANOPY & STL COLS.
- O-07 REMOVE ASPHALT RAMP
- O-08 REMOVE WOOD FRAME WALLS
- O-09 REMOVE TIMBER RAMP
- O-10 REMOVE LOADING RAMP
- O-11 REVISE GRADING OF EARTH
- O-12 REVISE CANOPY FRAMING
- O-13 STABILIZE EXISTING LOADING DOCK
- O-14 CLEAN ROOFING TAR FROM GLASS BLOCK & BRICK
- O-15 REMOVE EXSTG SIGN
- O-16 REMOVE INTERIOR MASONRY WALLS
- O-17 REMOVE INTERIOR FRAME
- O-18 RELOCATE TRAIN RAIL TRACK
- O-19 SEAL WALL OPENING
- O-20 PROVIDE BOARDING OVER EXISTING WINDOWS
- O-21 INSTALL FIRE EXTINGUISHERS

EXISTING CONSTRUCTION DO NOT DISTURB

- X-01 CURBS & MEDIANS
- X-02 ROOF CANOPY & STEEL COLS.
- X-03 COLS. & ROOF BRACING
- X-04 OVERHEAD POWER LINE
- X-05 CHAIN LINK FENCE
- X-06 CONCRETE DOCK
- X-07 TREES & VEGETATION
- X-08 ASPHALT DRIVE

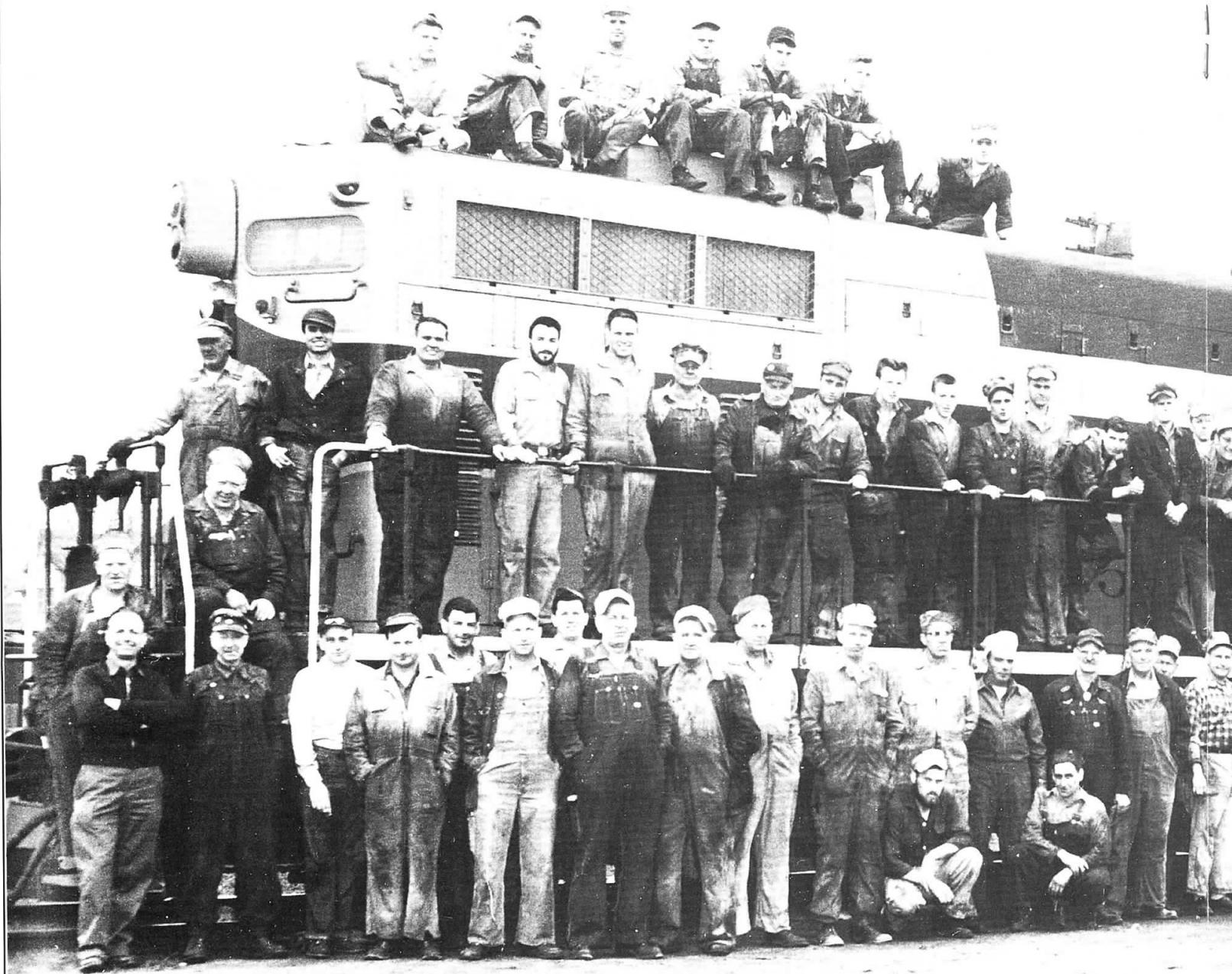
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ARCHITECTURAL SITE PLAN

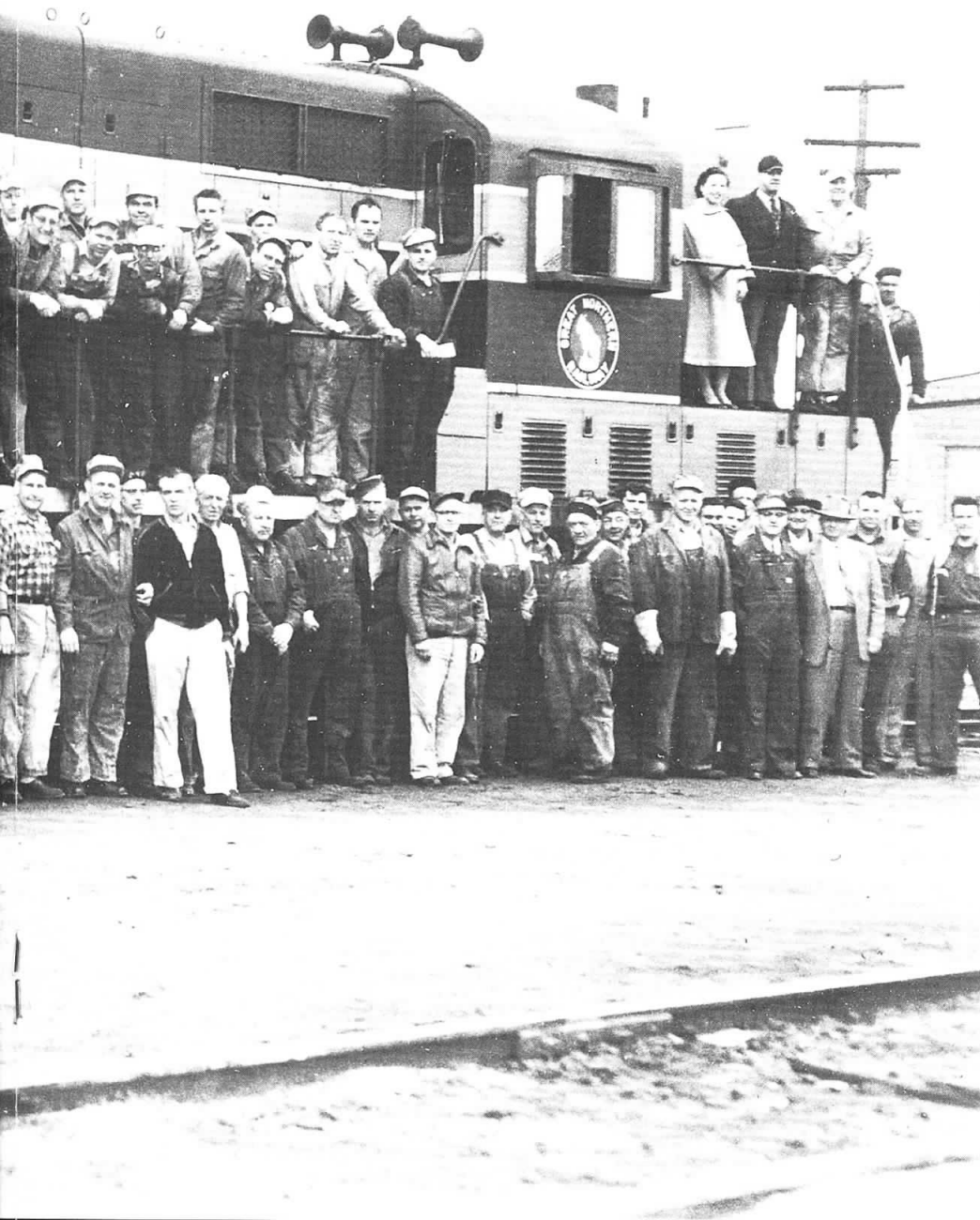








Jax. St. April 1958



The decades pass at Jackson Street. These photos were taken (top to bottom) in 1936, 1946, and 1958. If you study them, you can find the same individuals. Our thanks to Larry Bonniwell for sharing them. He worked there in the 1950's, along with his father and uncle. Larry is leaning against the railing, 11th from the left. His uncle Ken is standing on the ground wearing white slacks and a dark jacket, just right of center. His father Lee, is directly to Ken's left.



-Aaron Isaacs

One of the most obscure and unlikely examples of rail preservation anywhere is the Fort Lincoln Trolley in Mandan, ND. A streetcar body dating from 1909 has been placed on a truck of similar vintage and powered by a gasoline engine. It operates daily over 4.6 miles of a former Northern Pacific branch to Fort Lincoln State Park.

The trolley is almost entirely the work of two brothers, Jim and John Beck. Single truck semi-convertible streetcar #102 was built by American Car Company in 1911 for the Grand Forks Street Railway, which also served East Grand Forks, MN. At some unknown time, probably in the 1920's, it was sold to the Capitol Car Line of Bismark, ND. It became the 1.1 mile line's only car, replacing a double trucker that was oversized for the job. Operations ceased in 1931 and the single trucker became a diner in Mandan until 1946. When the Becks acquired it in 1988, it was a dog kennel.

The floor and sills were rotted and had to be replaced. At least one of every kind of brass fixture survived, and they cast replicas as needed. They restored the interior, fabricating simple wood seats reminiscent of the originals, but without the walkover feature. The exterior is painted dark green with a brown roof. At the Great Western Railway in Colorado, they located a motorless old Taylor truck that they believe came off an

interurban car and mounted the car-body on it. According to **Russ Olson**, it's a typical Taylor single truck, and probably not from an interurban. Another theory is that it came from an early Fairbanks-Morse gas car. An underfloor gasoline engine now powers one axle through a chain drive.

They also built a single truck open cross bench car. Both cars are stored in a single track car barn constructed from old barn wood.

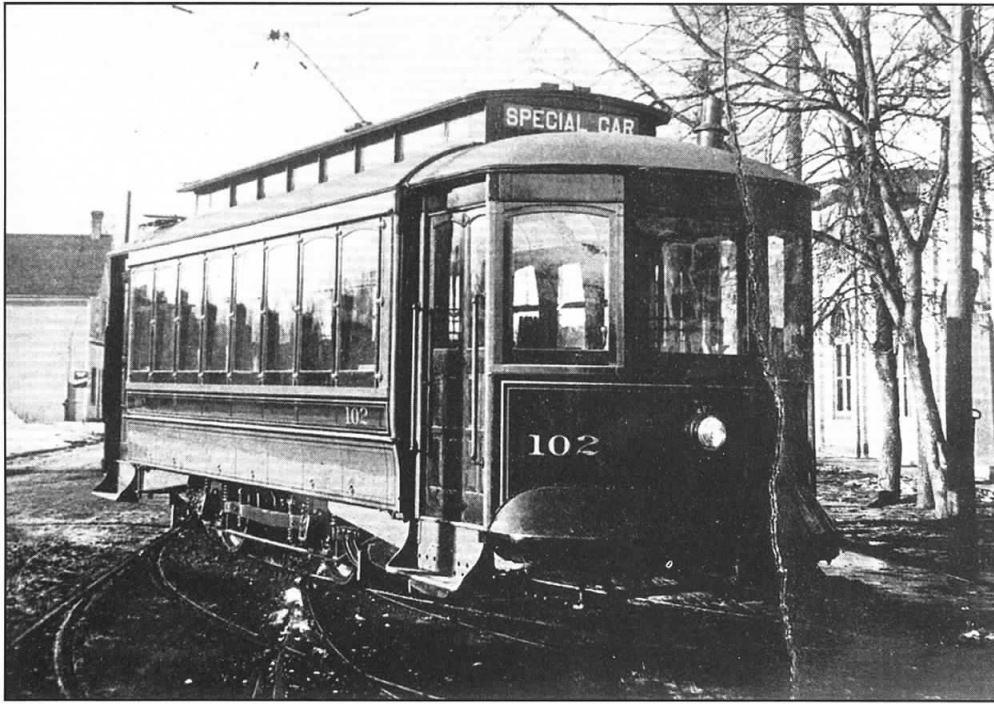
When the Northern Pacific abandoned its 127 mile branch to Mott, ND, the State of North Dakota bought it. The Becks prevailed upon the state to leave the rails in place from Mandan to Fort Lincoln State Park, 4.6 miles to the south. Operations began in 1991. Passengers board at a new half size wood depot. The line follows the west bank of the Missouri River, and crosses a substantial through truss bridge over Heart River just south of Mandan.

This little operation runs daily Memorial Day to Labor Day, staffed primarily by Jim and John. Hours are 1-6 PM, with a departure every half hour. The next time time you're headed out west on I-94, stop in for a trip.

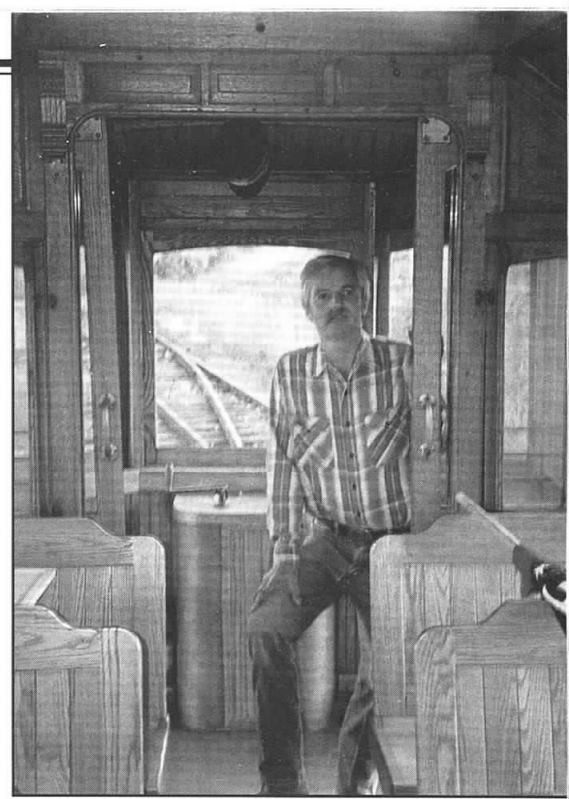


On the Mandan end, passengers board at this scaled down depot. Aaron Isaacs photos.

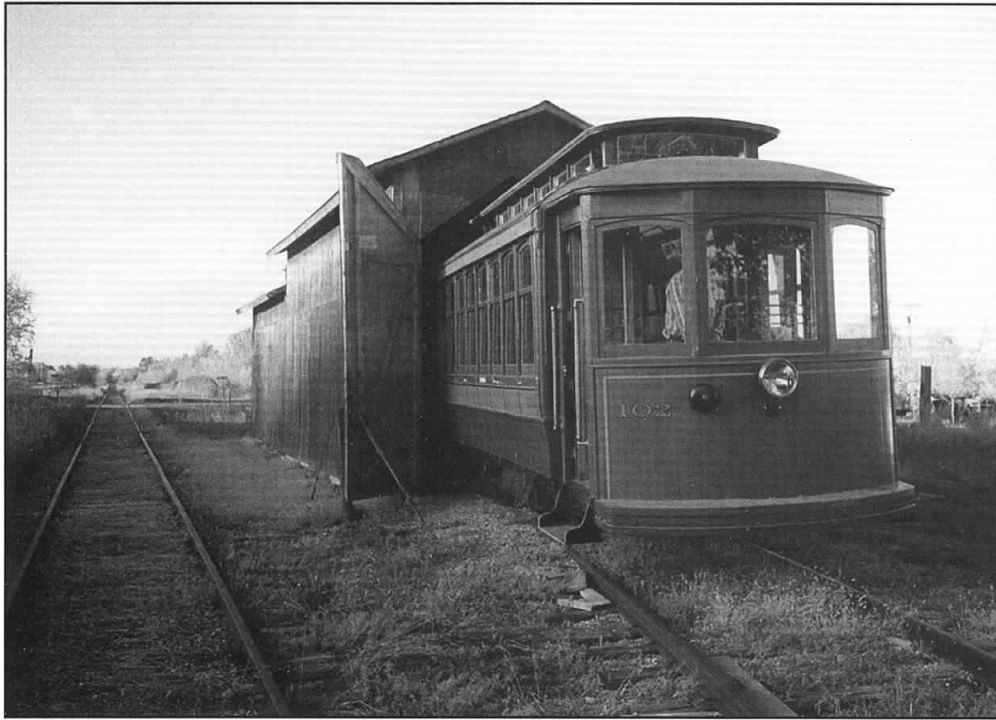




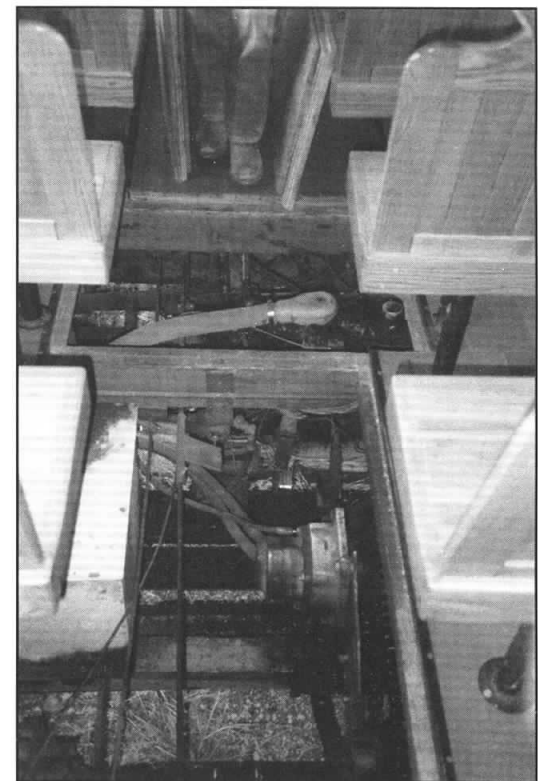
Compare #102 now and when it was in service in Grand Forks. The trailer is homemade. North Dakota State University collection.



Jim Beck and his brother John did most of the restoration and run the railroad themselves.



Far right: Looking down through the floor at the gasoline engine and chain drive.



THE NEW BRIGHTON ARSENAL

Since 1980, MTM has stored equipment at the New Brighton Arsenal. We've always taken it for granted as a secure, but largely deserted leftover from the second World War. In among the uncatalogued St. Paul Dispatch & Pioneer Press photos at the Minnesota Historical Society are several thick folders of 8 X 10 glossies that document the construction and daily operation of this sprawling defense plant. They appear to have been taken by the military, and someday someone should turn them into a book. In the meantime, here are a few that show how railroads and public transit supported the facility. All photos Minnesota Historical Society collection.



The Arsenal, looking west toward Highway 10.

This is the first train over the spur to the Minnesota Transfer in September 1941.





The Arsenal needed rail access, and it came in the form of a long spur off the Minnesota Transfer. This is the start of track construction. That's the MT line at left. Today the refurbished Soo Line New Brighton Depot (see Summer 1996 Minnegazette) is located behind the camera.



Above: A pair of Macks waits for passengers at the Arsenal loading area.

Opposite page: No explanation was found with these August 1942 photos, but they may show the media event to announce the first shipment of ammunition to the Pacific front. The centercab diesels were built by Plymouth.

Below: Being far beyond the reach of the streetcar system, the Arsenal needed special bus service for its thousands of defense workers, which included an unprecedented number of women. This crowd is boarding at Marshall and Dale in St. Paul.





THE BIG ISLAND FERRIES

When we think of Twin City Rapid Transit's fleet of Lake Minnetonka steamboats, often the only picture that comes to mind is of the express, or "streetcar" boats, like the Minnehaha. In fact, service started in 1906 with a total of 14 steamboats, only six were express boats. Five were excursion boats that had been on the lake for some time. The Minnegazette will feature them in a future issue.

TCRT anticipated that huge crowds would travel to Big Island Park. To handle them quickly and efficiently, they built three large wooden double ended ferry boats. Named *Minneapolis*, *St. Paul* and *Minnetonka*, they were described in the Street Railway Journal as being 108 feet long with a 35 foot beam and a

capacity of 1000 people on their three decks. They wore the company's yellow color scheme, and the boat names were spelled out in huge letters on the housings of the twin side paddle wheels. Each paddle wheel had its own engine, permitting them to turn independently, a great aid when maneuvering.

The one way running time from Excelsior to Big Island was 20 minutes. Five minutes was allowed for loading and unloading at each end, and a single boat could make a round trip every 50 minutes. With all three running, there were departures every 15-20 minutes.

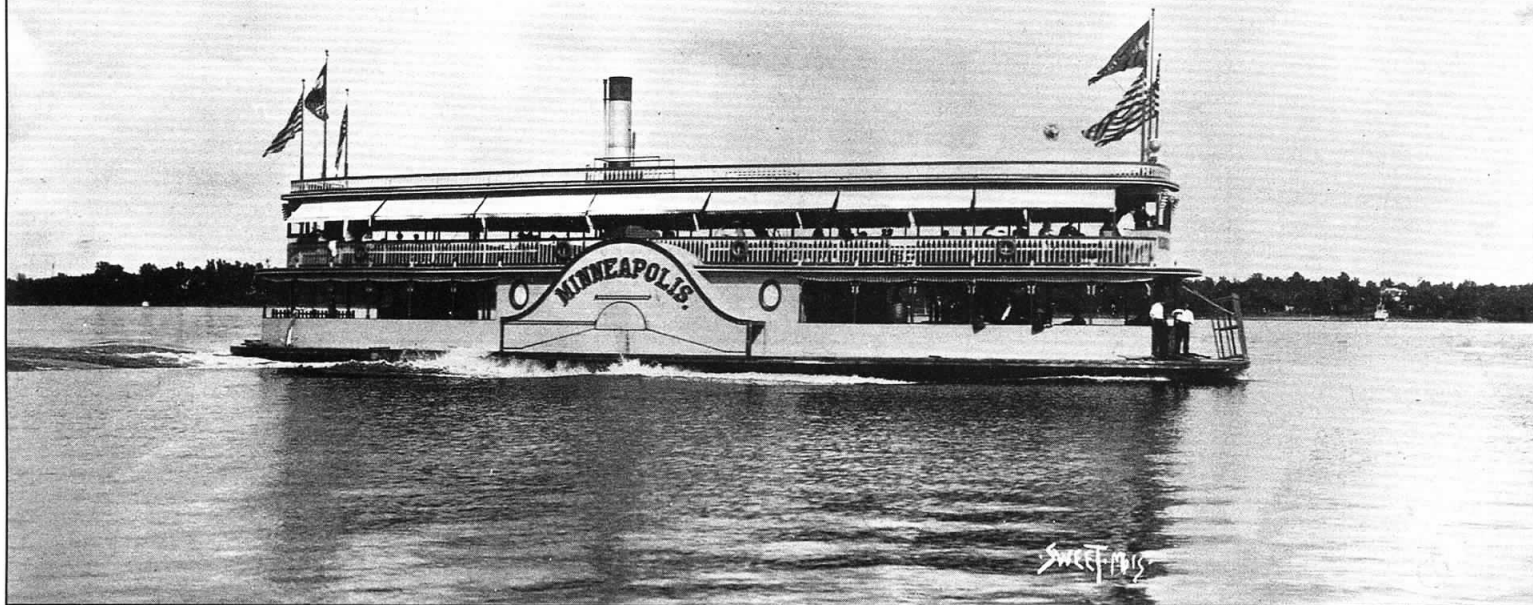
After only one year of service, all three were rebuilt rather noticeably. Their freeboards were too low. Examining the photo, it looks like even a mild chop

would get the bottom deck wet. The rebuilding lengthened the hull by 34 feet and widened the beam by five feet. In the process the freeboard was raised about three feet. The almost fully enclosed paddwheel housings were replaced with smaller, more attractive housings that covered less of the wheel. It probably made maintenance easier. Finally, the streetcar yellow paint with green trim was replaced with a simple all-white scheme. They barely looked like the same boats.

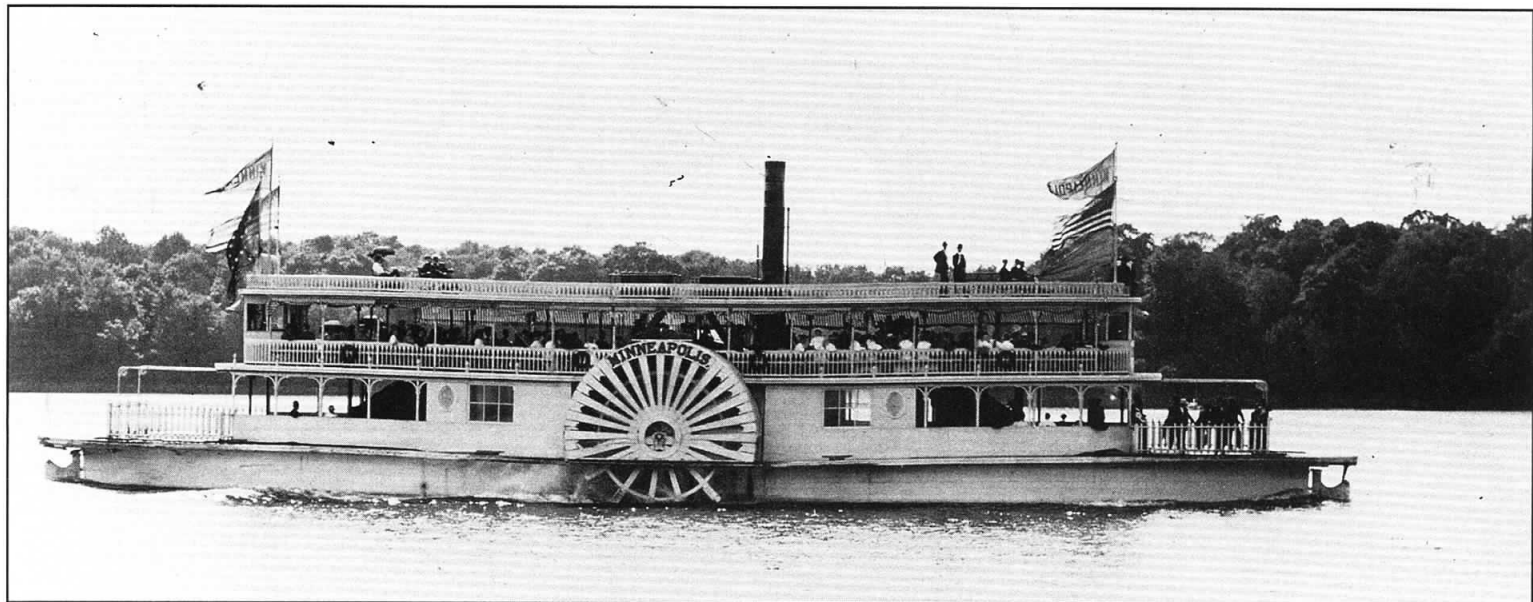
The heyday of Big Island was all too brief. It closed on August 28, 1911, and the ferry service ended with it. The three ferries were dismantled, beginning in June 1912. On August 8, 1912, a public spectacle was made of scuttling the *Minneapolis* by burning it in the lake.

The Minneapolis pulling away from Excelsior. Notice the destination sign. Sweet Studios for TCRT, Minnesota Historical Society collection.



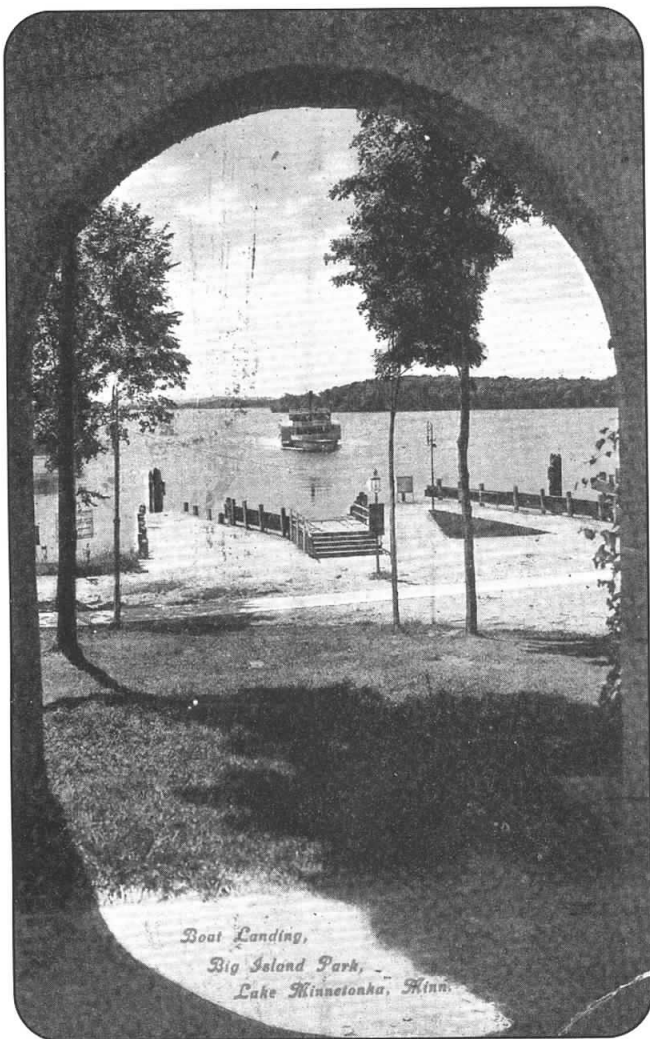


The Minneapolis as built in 1906 (top) and as rebuilt in 1907. The length of the superstructure stayed the same, but the hull was lengthened and the freeboards raised. After rebuilding, all three ferries had a slightly swaybacked look, which may have been intentional. Both Sweet Studios for TCRT, Minnesota Historical Society collection.



All three ferries are laying over at the Excelsior Dock Station. At left is one of the express boats, and the excursion steamers Plymouth and Mayflower. At right are the streetcar tracks descending from the bridge over the M&StL. Minneapolis Public Library collection.

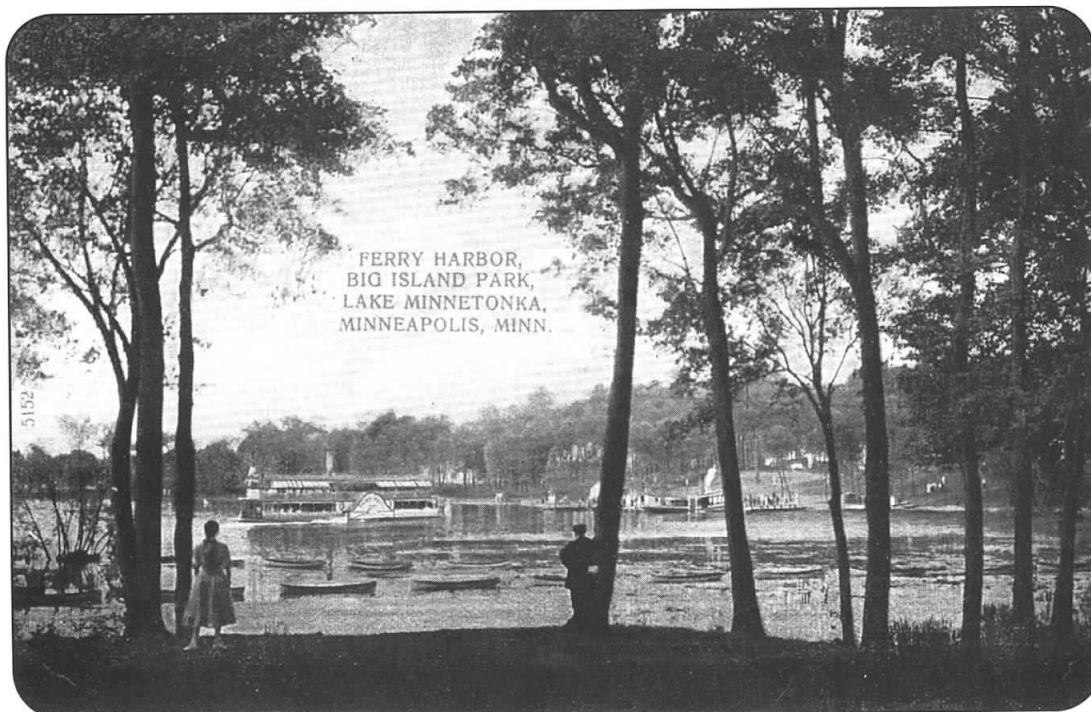




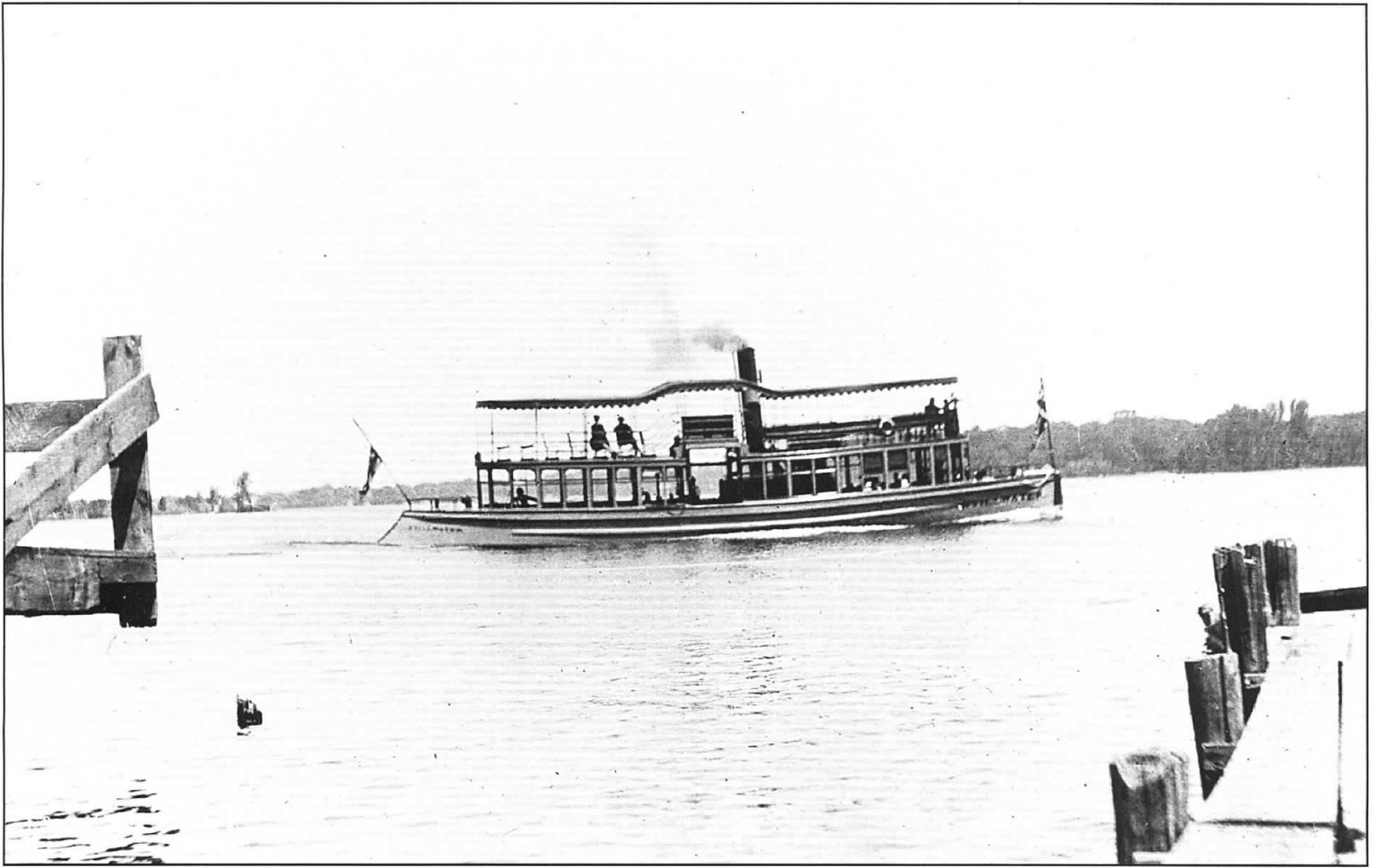
Here are two color postcards of the ferries at Big Island. Above Looking through the arch of one of the park's entrance porticos. Below: The St. Paul as originally built, approaches the "ferry harbor". Both MTM collection



The St. Paul boarding at Big Island. Minnesota Historical Society collection.

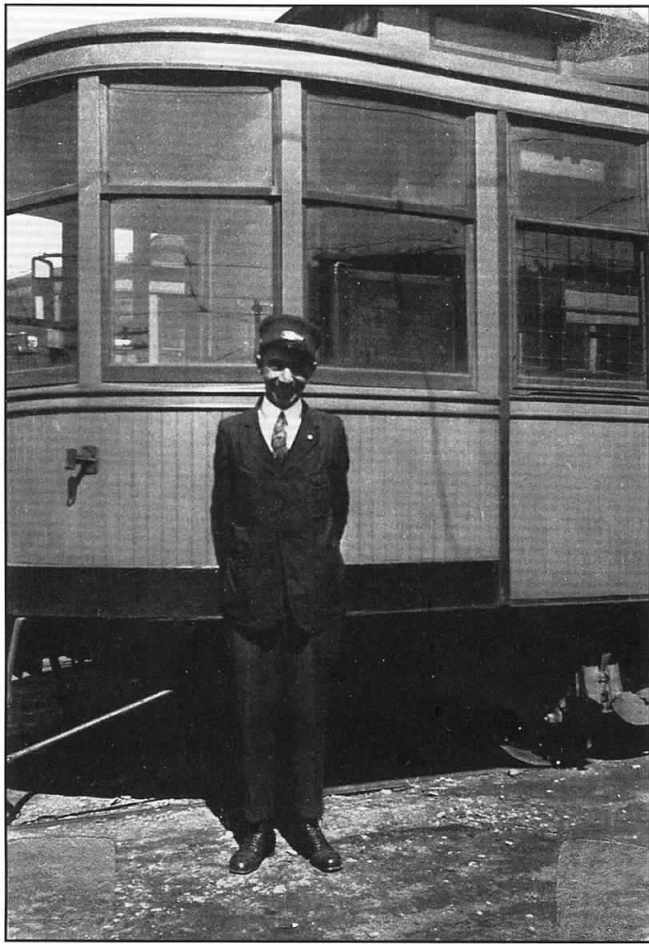


Opposite page bottom: On a blustery day, the White Bear eases up to a dock on the Zumbra Heights line. Note the nifty torpedo-sterned gasoline launch at left. Minnesota Historical Society collection.



The streetcar boats, when viewed in profile, have a long, lanky look. Here's the Stillwater at an unknown location. Minnesota Historical Society collection.

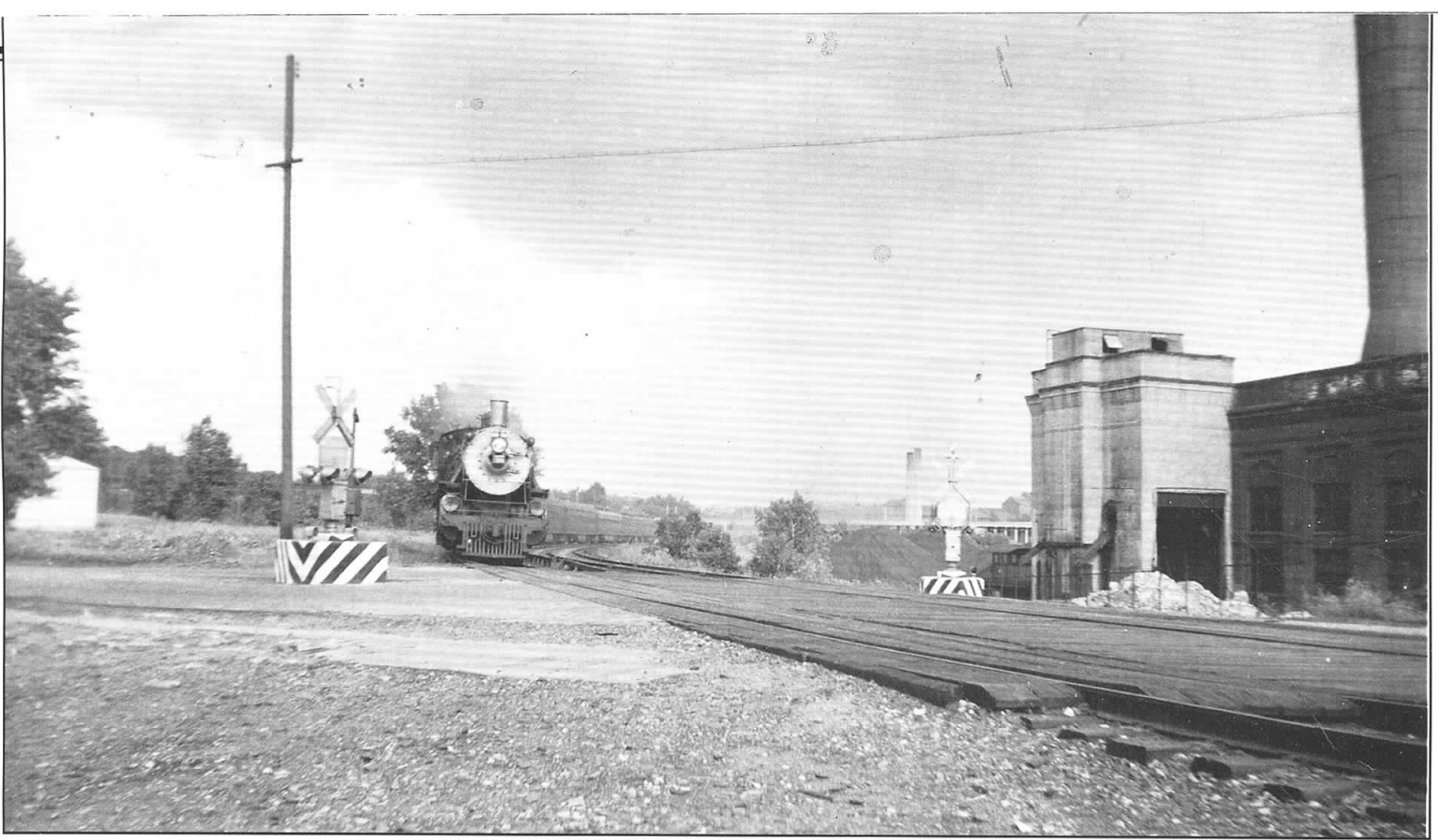




From the family album of Robert Cooper come these snapshots.
The Trolley Cafe was located across the street from a carbarn, but which one?

The Minneapolis-St. Paul line wye at 5th Avenue N. and 5th Street in Minneapolis was unique for having two storage tracks, due to the high frequency of service. The space still exists as a parking lot. In 1948, two recently delivered PCC's await their next trips. Note the "EXIT" signs on the front dash, indicating that these are two-man cars. Passengers entered at the rear door by the conductor's station.
Bill Olsen photo.





Member Harlan Ebert recently donated several photos he took in the late 1930's. A great Northern passenger train is passing the TCRT Main Steam Station at the eastend of the Stone Arch Bridge. Steeple cab locomotive #20 who's motors power #265 today, can be seen at right. In the transit business, this is what they call an "avoidable". If the motorman of the Minnehaha car southbound on 42nd Avenue (just north of the Minnehaha Depot) had stopped and looked both ways, he could have avoided hitting this Milwaukee Road 2-8-0. Note the Street Railway Emergency Truck at right. Also, that's a sand car on the northbound track. The date is August 18, 1937. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.





Few streetcar lines disappeared as completely as the Rondo line in St. Paul. Abandoned in 1948 before trolley fans began to document the endangered cars, photos of it are extremely rare. The street disappeared under the median of I-94. This is the intersection of Arundel Street about 1940. Minnesota Historical Society collection.

Inside rear cover: It doesn't have a streetcar in it, but what a great track picture. It's 1923 and you're standing in the middle of Central Avenue NE. The Central cars went straight ahead toward Columbia Heights. The Monroe cars turned left by flipping a single point switch. The special work was set in hand laid brick and granite pavers. Minnesota Historical Society collection.

Rear cover: A big part of achieving time travel is placing your historic vehicle in an appropriate setting. When the modern speedboats, cabin cruisers and jet skis keep their distance, Lake Minnetonka looks a lot like it used to. Consider these helicopter views taken last summer by Paul A. Siegler.







MINNESOTA STREETCAR MUSEUM

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August 2021

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